

BMW S58 Induction Kit

Fitting Instructions

Tools Required:

- Ratchet and Socket Set
- Trim Removal Tool
- Flat-Blade Screwdriver

Kit Contents:

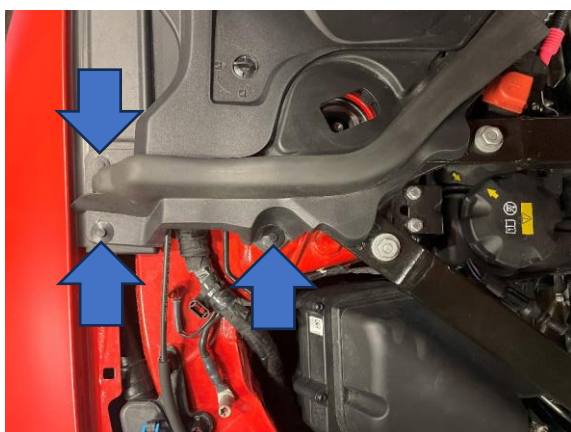
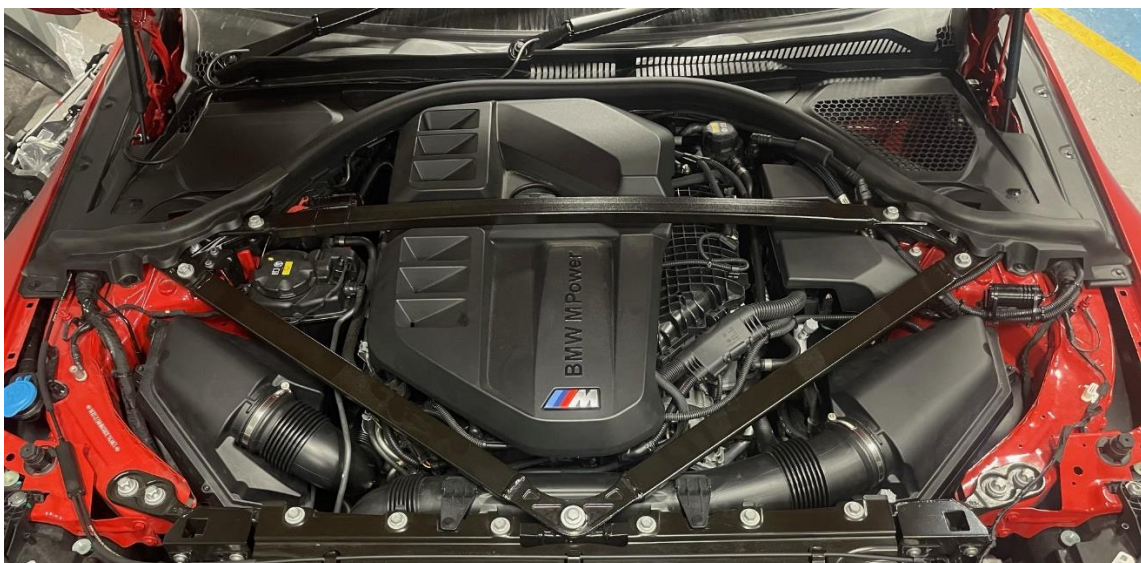
1x AIRTEC Motorsport Induction Pipe	10x T20 Torx Bolts
1x Large CNC Connector	1x Left-Hand Side Silicone Hose Kit
1x Small CNC Connector	2x Air Filters
1x AIRTEC Motorsport Left-Hand Air Box Lid	16x Plastic Push Fittings
1x AIRTEC Motorsport Left-Hand Shield Part 1	2x Small Rubber Trims
1x AIRTEC Motorsport Left-Hand Shield Part 2	2x Spacers
1x AIRTEC Motorsport Right-Hand Air Box Lid	1x 80mm 90-Degree Silicone
1x AIRTEC Motorsport Right-Hand Shield Part 1	4x 90mm Jubilee Clips
1x AIRTEC Motorsport Right-Hand Shield Part 2	



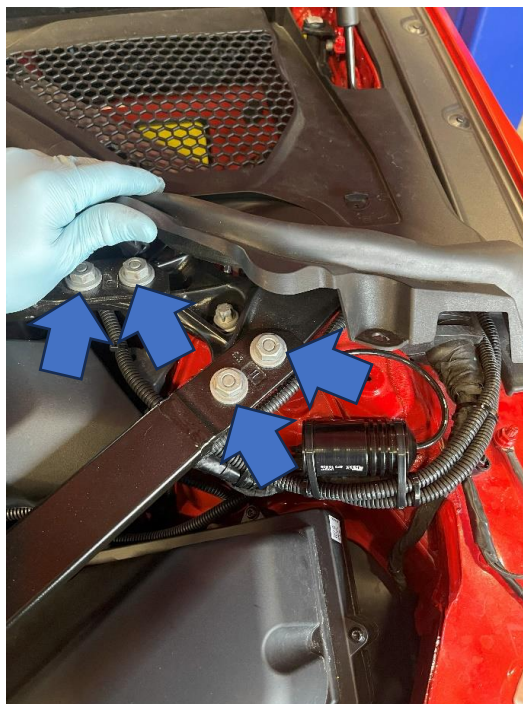
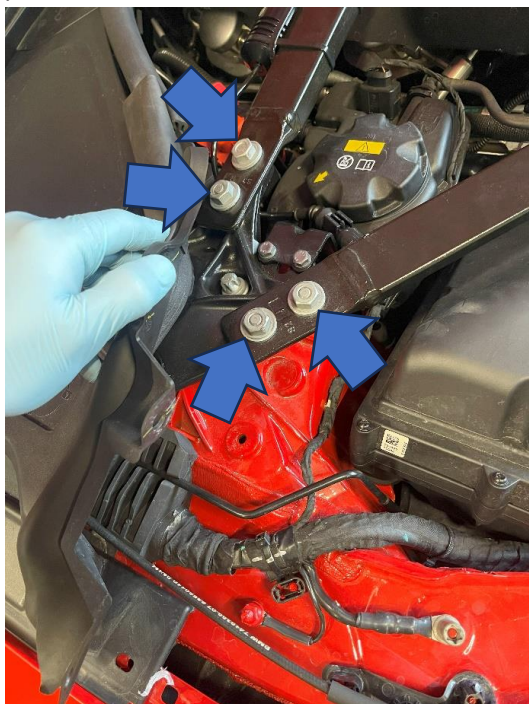
PLEASE THOROUGHLY READ THESE INSTRUCTIONS AND MAKE SURE YOU ARE FAMILIAR WITH THE STEPS BEFORE CARRYING THEM OUT

Instructions

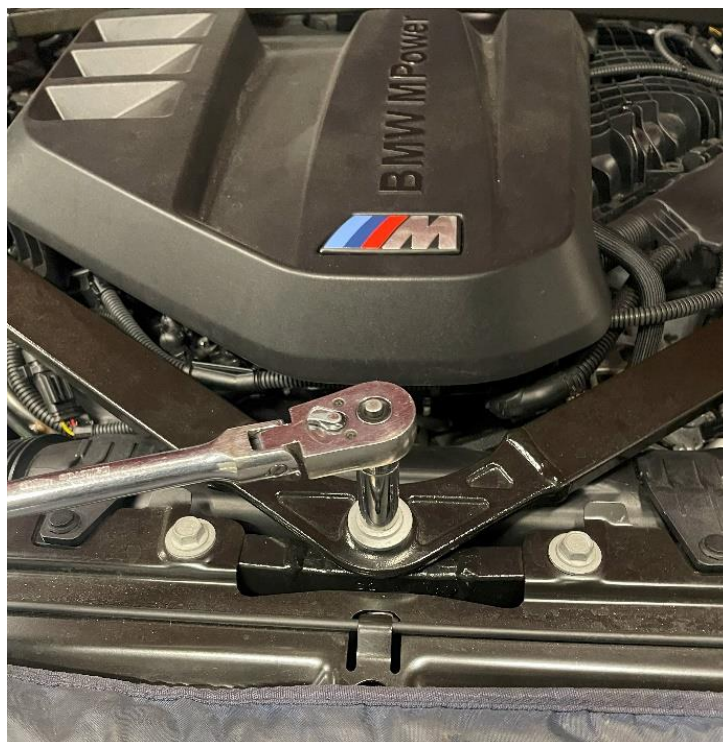
1. Start by removing the six trim clips on the scuttle panel to gain access to the bolts securing the strut brace.



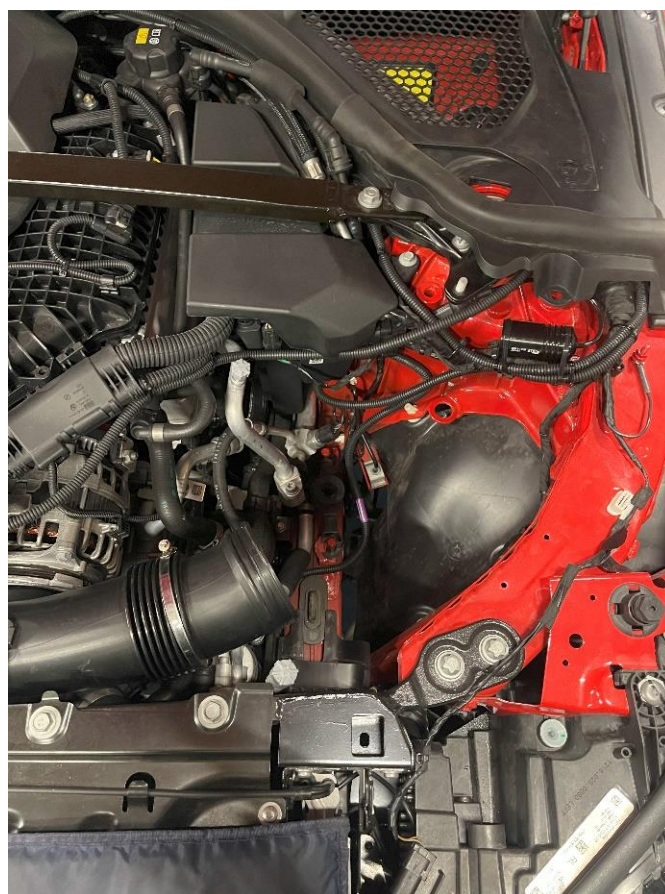
2. Now peel back the rubber trim and undo the four 15mm bolts on each side.



3. Remove the 13mm bolt at the front and then carefully lift the strut brace out of the engine bay.

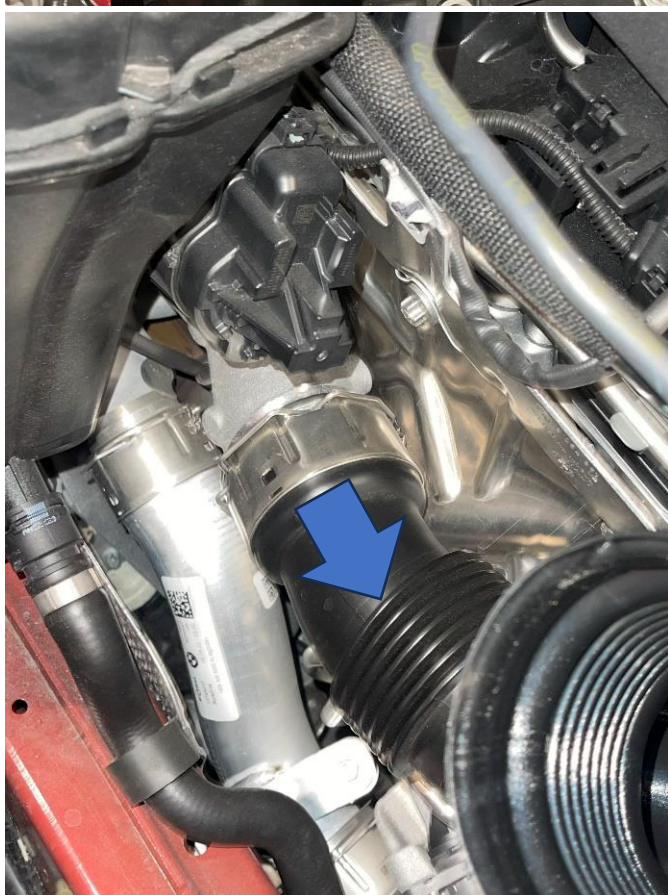
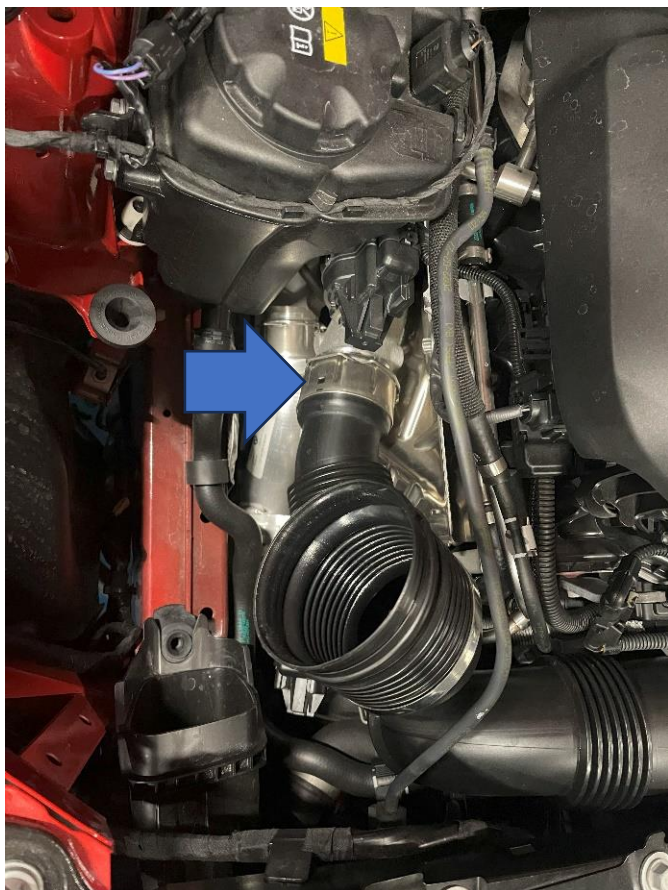


4. Loosen the jubilee clips for each air box and then firmly but carefully lift each air box up off its rubber mounts underneath to release them from the car.

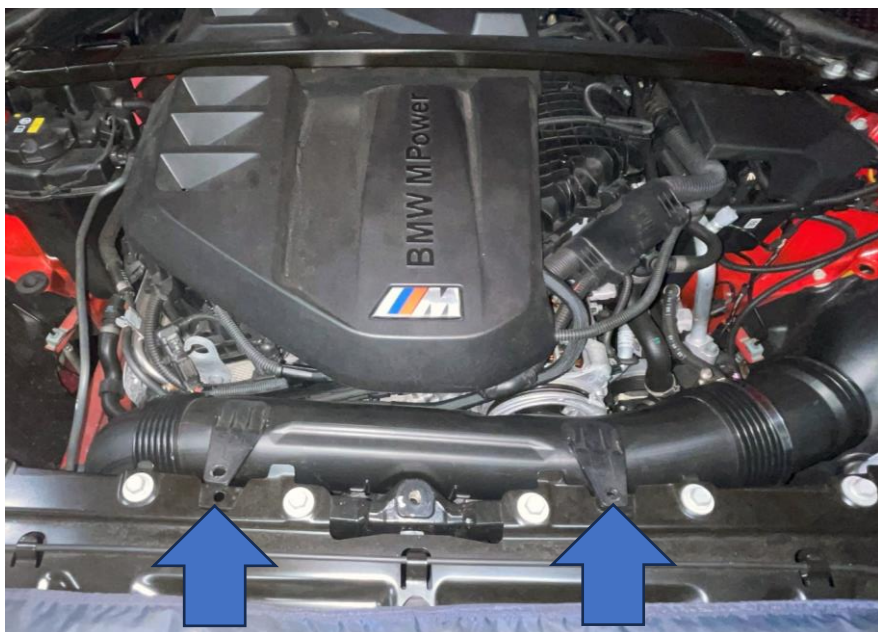


5. Locate the left-hand side induction pipe, which is the smaller pipe mounted directly to the turbo inlet. To remove the pipe, release the spring clips from both ends.

Please note: there is a O-ring which needs to be reused, so remove carefully.



6. Now locate the right-hand side pipe, which crosses over the front of the engine. Remove the two plastic push fits that secure it to the slam panel and then remove it from the turbo inlet by releasing it from another spring clip just like the left-hand pipe. **Please note:** You may find it easier to disconnect the wiring plugs located nearby in order to gain more access to the clip.



7. To allow extra clearance to remove the pipe from the engine bay, lift the bottom right-hand side corner of the engine cover off of its rubber mount and also undo the wiring plug (blue arrow).



8. Swap the O-ring and spring clip removed in Step 5 over to the new connector and fit it to the 90-degree silicone hose and secure with the supplied jubilee clip. **Please note:** The connector pushes into the **shorter** side of the silicone hose – make sure you check **both** sides to find the smaller one, as they can appear similar. Also make sure the O-ring is the correct way around otherwise it will not slide over the turbo inlet.



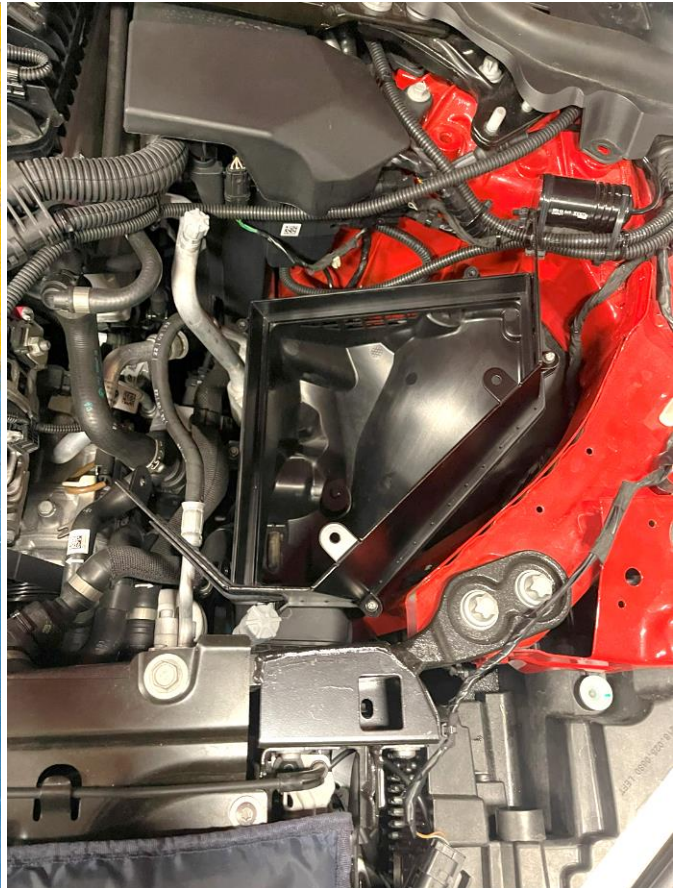
9. Now refit the silicone hose to the connector removed in Step 6. Make sure the spring clip seats correctly.



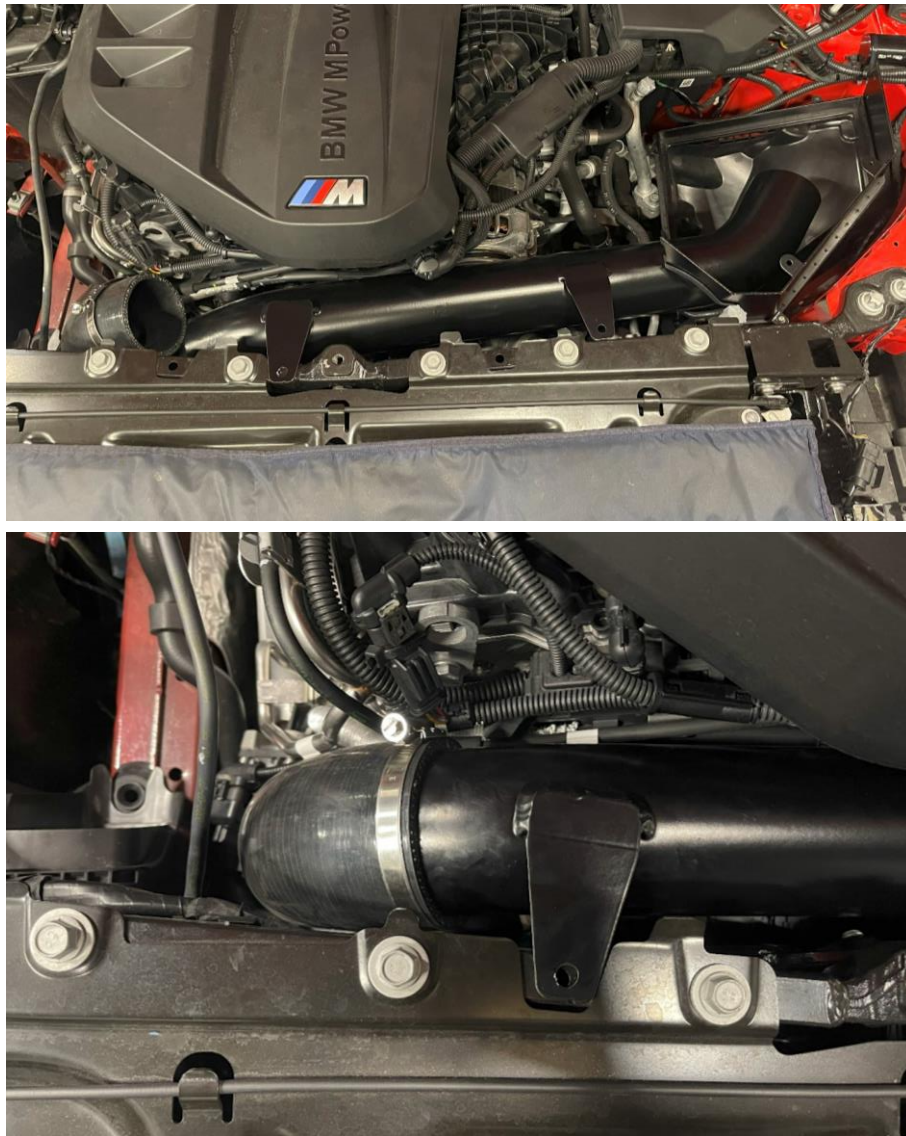
10. Take both air boxes and separate them, as we are reusing the bases.



11. Take the right-hand side air box base and bolt on the front side of the right-hand induction shield using the supplied bolts, as shown. Then place it back into the car, ensuring it is fitted correctly on the mountings.



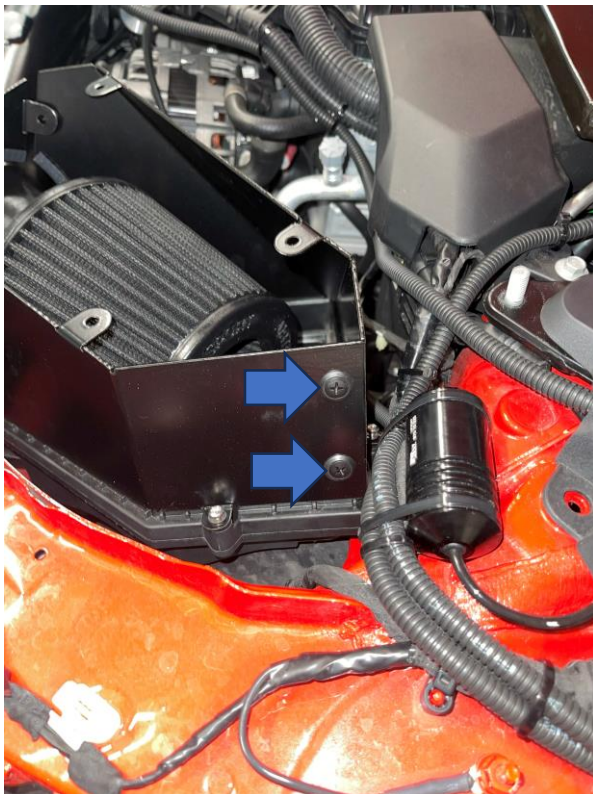
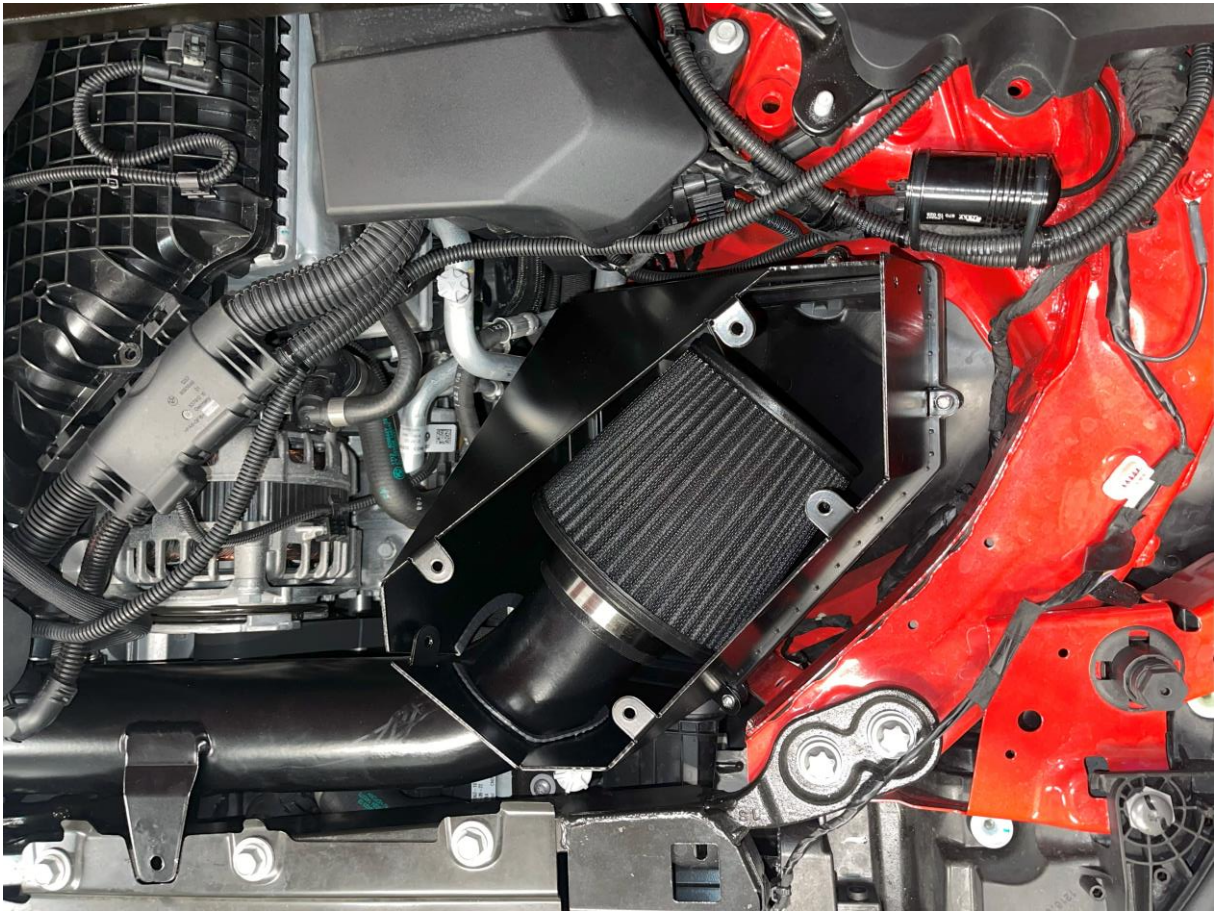
12. Fit the new induction pipe with a jubilee clip by sliding it on from right to left. This will be tight, so a small amount of lubricant will help the pipe go into the silicone hose.



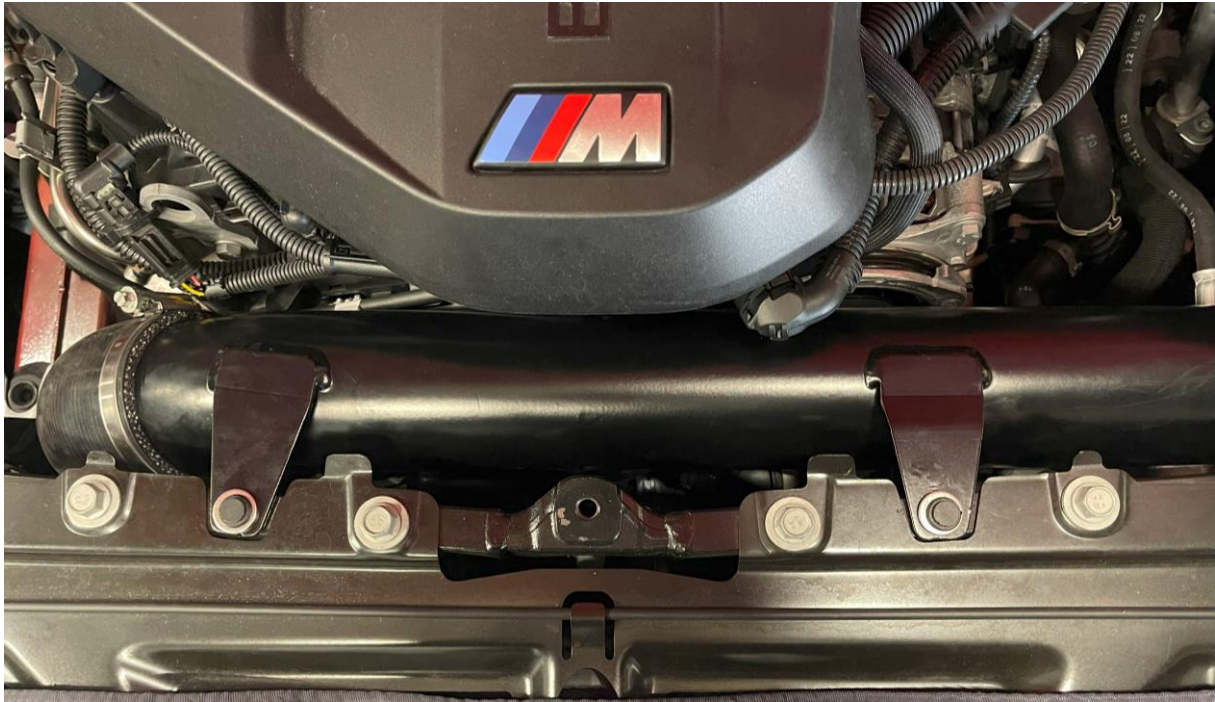
13. Fit the air filter to the induction pipe inside the air box and fully tighten the supplied jubilee clip.



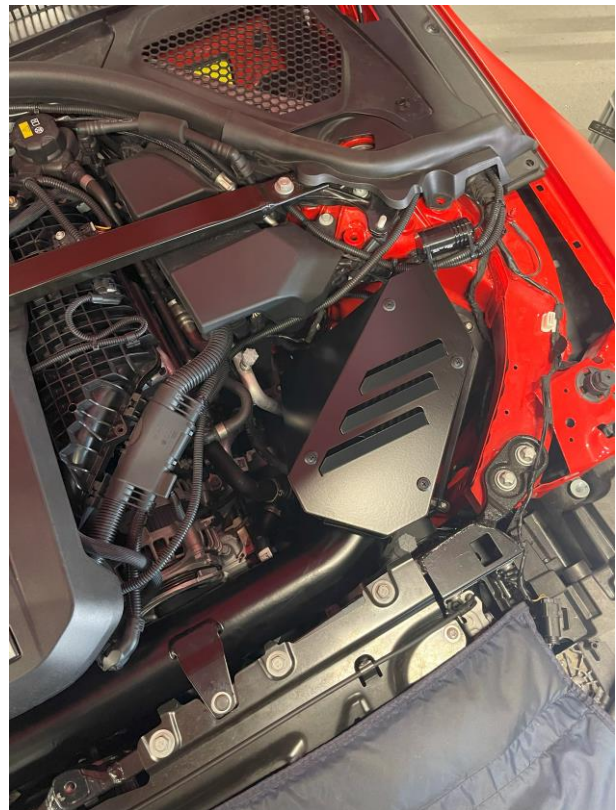
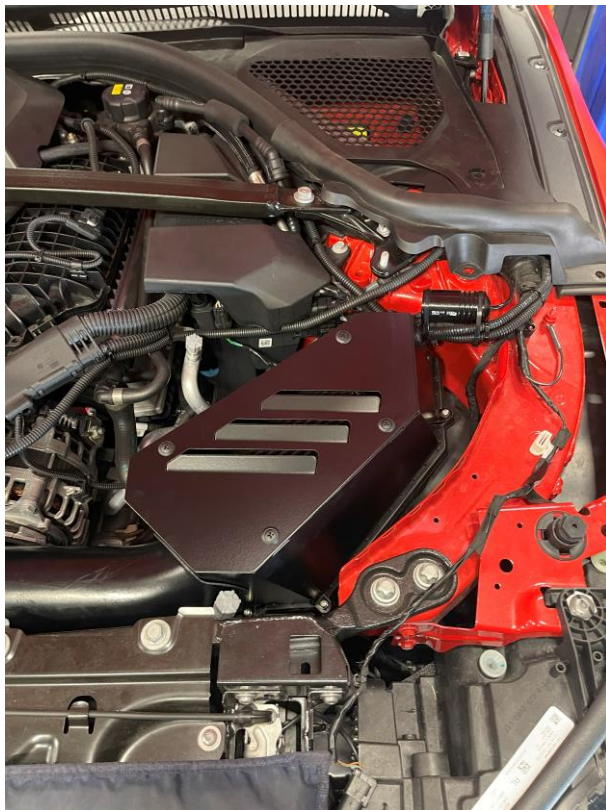
14. Now fit the back part of the induction shield using the supplied bolts and secure to the front part of the induction shield with the supplied plastic push fits. There are four in total; two on the right and two on the left, once of which is located under the induction pipe.



15. Use the supplied spacers with the original fittings removed in Step 6 to secure the new induction pipe to the slam panel and then reconnect in the connector removed in Step 7 and refit the engine cover corner.



16. Now add the new air box lid using four more plastic push fits, as shown.



17. For the left-hand side air box, start by swapping the original O-ring and spring clip to the new connector the same as Step 8 and then fit the connector to the turbo inlet, as shown.



18. For the second air box, only fit the rear part of the induction shield using the supplied bolts. You can then refit it back into the car, as shown.



19. Fit the remaining silicone hose with a jubilee clip through the shield and rotate it down to slide onto the turbo inlet. Once in place, fully tighten the jubilee clip through the gap at the rear, as shown.



20. Now fit the supplied CNC joiner into the remaining air filter and tighten the jubilee clip. You can then push the connector into the silicone hose together with the last supplied jubilee clip and fully tighten.



21. Now add the front part of the induction shield using the supplied bolts. Once secured in place, repeat Step 14 to attach together.



22. Finally, add the air box lid using the last four push fits and refit the start brace in reverse of removal.

