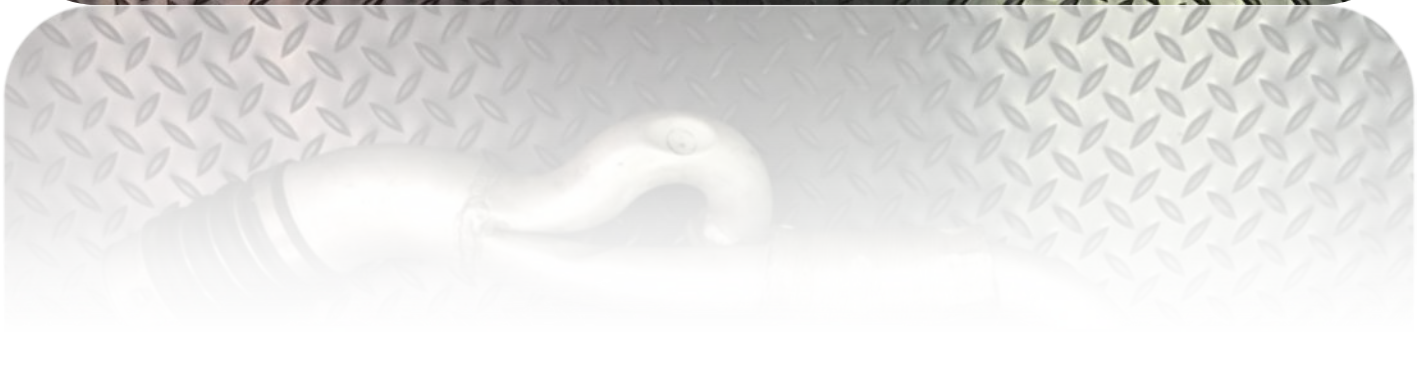


## N54 Silicone Charge pipe install tips



**Thank you for your purchase of the VTT BMW N54  
Silicone Charge pipe! First thing to do when you open  
your box is to make sure all parts are in their respective  
bags and nothing has been left out or lost during  
shipping. Here is a breakdown of what you should have.**

- 1 Silicone Charge pipe
- 1 Straight CNC adapter (on charge pipe)
- 1 45 degree CAST adapter
- 2 – O-rings
- 1 T-bolt clamp
- 3” adapter kit (if 3” CP ordered)



**Once all parts are accounted for you can proceed with the intake Installation. We suggest this only be done by a qualified technician. If something was missing from your upgrade, please contact us immediately so we can remedy this. Contact info is on the last page of this guide.**

**ANY QUESTIONS, OR FITMENT PROBLEMS, PLEASE EMAIL [SALES@VARGASTURBO.COM](mailto:SALES@VARGASTURBO.COM) BEFORE TRYING TO FORCE OR MODIFY ANYTHING. THIS UPGRADE IS PLUG AND PLAY IF THESE INSTRUCTIONS ARE FOLLOWED; ANY ISSUES NEED TO BE ADDRESSED TO AVOID PROBLEMS.**



## INSTALL TIPS

**PLEASE NOTE THE FRONT SILICONE CONNECTION IS LEFT SLIGHTLY LONG TO ACCOMADATE THE MANY MODELS THIS PIPE FITS. YOU MAY HAVE TO TRIM THIS DOWN TO FIT YOUR PARTICULAR VEHICLE! IF THE PIPE IS HITTING YOUR COOLANT BOTTLE OR STICKING UP PAST THE TURBOS YOU IT NEEDS TO BE TRIMMED!**

1. It is best to install VTT Silicone Charge pipe at the same time as turbochargers for easier fitment. If not being done with turbos, you will want to remove DP's, radiator fan, and anything else you may need to gain access to the Charge pipe.
2. The front connection can be easily removed once the fan is out of the way.
3. For the stock rear connection, you may need to remove multiple pieces to gain access to the clamp.
4. Once the stock charge pipe is out, you can position the rear outlet in place leaving the clamp loose.
5. Put the 45 degree CNC adapter on the front turbo outlet, using the stock clamp to secure the adapter in place, but leave it loose. Install the front silicone connection to the adapter, and rotate both the adapter, and silicone charge pipe on the adapter to get optimal fit, and clearance. Once you have it positioned where you want it, install the constant tension clamp on the charge pipe, and secure it to the adapter. **MAKE SURE THE ADAPTERS ARE COMPLETELY CENTERED ON THE TURBO OUTLETS**, and then tighten the clamps down. Failure to center the adapters can result in boost leaking past the O-ring, and or damaged O-rings.
6. The charge pipe is now connected to the turbos, install the heat shielding on the front connection where it runs close to the manifold, and ensure you have clearance. This is very important for RHD vehicles, and you may need to tie the charge pipe with zip ties in certain spots to avoid contact with the steering shaft.
7. Now reassemble everything in reverse of taking it off, using factory torque specs, and you are done!
8. Go out and enjoy your new found boost and power with your VTT N54 Silicone charge pipe kit!

