

N54 Silicone Intake install tips



Thank you for your purchase of the VTT BMW N54 Silicone Intake set! 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 front intake tube
- 1 rear intake tube
- 2 recirc fittings (If recirc inlets are chosen)
- 1 90 degree PTC replacement fitting
- 3-7 hose clamps (Depending on kit ordered)
- 2 Filters (if optional DCI ordered)
- 2 Aluminum adapters (if optional DCI 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 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

1. It is best to install intakes 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 front and rear intake tubes.
2. The front intake tube can be easily removed once the fan is out of the way. Then it can be removed by removing the 2 bolts holding it to the front of the block
3. For the stock rear intake tube, cut it off at the 90 degree angle, and pull the straight section out the top, it can be easier to just break the mounting bolts off, instead of trying to remove them as they are only secured with plastic. If mounting bolts are broken, be sure you there is no sharp pieces left over which can cut the new intakes when you are installing them, as it is a very tight fit against the block and firewall
4. Once the stock tubes are out, the front intake install is very straight forward. Get it on but do not tighten the clamp yet. For the rear, we suggest sliding it up from the bottom, it will help to get it started, and then go up top, and pull, you may need to do this a couple times to get it in place. Once it is up get the inlet mounted on the turbo, but do not tighten the clamp yet. (Note: DO NOT USE THE FACTORY RUBBER GASKETS INSIDE THE INLET TUBES. THE INLETS WILL NOT STAY ON THIS WAY. THE INLETS CLAMP DIRECTLY TO THE TURBOCHARGER SNOOT)
5. Position both tubes, in place with your DCI, AFE, Mr. 5 intake etc, make sure they are not going to interfere with any such as the drive belt etc.
6. Now, using the supplied 90 degree PTC adapter fitting, install into the rear hose, and tighten with the supplier clamp. Now modify the hose either from your OCC, or from your stock flapper coming off the valve cover to connect to the adapter. If running the stock PCV you will need to remove the stock snap on connector from the plastic hose, and connect the hose directly to the adapter. This will replace the PTC heater, you can leave it plugged in, and tucked out of the way, or remove it altogether, it is only used for people living in sub-zero climates. If you live in a sub-zero climate, and choose the PTC heater adapter option, simply insert the PTC into the rear inlet, and use the clamp to secure, reconnect the hose the connector to it. If you have a BMS OCC in place, simply run the 90 adapter, and modify the existing hose from the "OUT" of the catch can, and leave all other connections alone. If you have another style catch can, you should consider upgrading as the BMS is the only free flowing can on the market. IF you do decide to keep it. You will need to modify your existing hoses to work with the new intakes. Simply run the elbow to the out of your existing catch can
7. If you have Recirc Inlets, insert your recirc fittings into the hose. Using a small screwdriver remove the plastic hose form the factory snap connectors that went to you old inlets, this leaves a plastic hose connection that will fit over the recirc fittings, and secure with the supplied clamps. You may need to adjust your plastic hoses a little bit to reach as we relocated the bungs slightly to accommodate every style of intake. The plastic hoses are flexible, and will have no problem reaching.
8. Once everything is in place, go back under the car, and tighten both clamps to the turbo inlets. Be sure you get a good bite on the hose so it will not come off, and the clamp is nice and tight. For stock size inlets, the hose will be slightly big, but will close down perfectly with the clamp to the inlet size. For Stage 2+ the hose will be a very tight fit on the inlets, this is by design.
9. Now reassemble everything in reverse of taking it off, using factory torque specs, and you are done!
10. Go out and enjoy your new found boost and power with your VTT N54 Silicone intake kit!

TROUBLESHOOTING

Q. Do I use the factory rubber gaskets inside the tubes?

A. NO! These are not to be used or the inlets will not stay in place! Remove them, and clamp the inlets directly to the turbos.

Q. These inlets do not fit

A. The inlets have been tested, and installed many N54 vehicles. Perfect fitment is confirmed. If you cannot get your inlets to fit, it means they are not in the proper position / place. The inlets can be installed, but not orientated correctly making it appear as if they will not fit. Getting them into place can be very difficult, but once you do they fit as designed. Please check out the tips above to help you get them in place. If you still cannot get them in place. We recommend taking your vehicle to an automotive professional to assist with the install.

Q. I just got done, and my car makes less boost, no boost, etc

A: You have a boost leak, or you did not get the vacuum hoses back on properly. This is very common, and is easily fixable. Just go back over everything until you find the problem.