



7B1210 – COBB BMW N54 Charge Pipe

Installation Instructions



Congratulations on your purchase of the COBB BMW N54 Charge Pipe for your BMW. The following instructions will assist you through your installation process. Please read them first **BEFORE** beginning the install and familiarize yourself with the steps and tools needed. If you feel that you cannot properly perform this installation, we **HIGHLY** recommend you take the vehicle to a qualified and experienced automotive technician.

Parts List:

- (1) N54 Charge Pipe
- (1) 2.5" – 3" Silicone Reducer
- (2) 1" Silicone Couplers
- (4) 1" Hose Clamps
- (1) 048 Hose Clamp
- (1) 040 Hose Clamp
- (2) Socket Head Cap Screws
- (2) Lock Washers
- (2) Flat Washers

Tools Needed:

- Ratchet
- Socket Extension
- 7mm Socket or Nut Driver
- 8mm Socket or Nut Driver
- 10mm Socket
- T20 TORX Socket
- T30 TORX Socket
- 5mm Hex Key or Hex Socket
- Small Flat Head Screwdriver
- Medium Length Flat Head Screwdriver
- Pick
- Engine Assembly Lube or Similar
- Silicone Lubricant / WD-40 (optional)

Removal of the Stock Charge Pipe:

1. Start off by removing the cover for the wires running across the top of the motor. It has 4 clips on the front side.



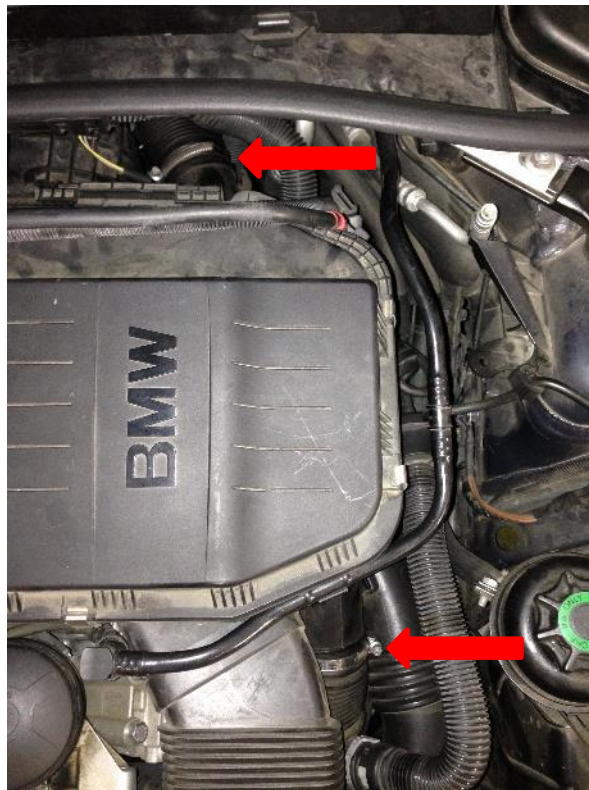
2. Remove the lower part of the cable cover from the cowl. You may need a small screwdriver to push the clips down to release the 3 latches. Once the cover is loose, unclip the wires and remove the cover.



3. Remove the rubber wire holders from the airbox on the rear most intake inlet.



4. Loosen the 2 hose clamps that connect the intake to the inlets.



5. Disconnect the vacuum line at the front of the airbox by depressing on each side and pulling up.



6. Remove the 2 screws that hold the intake air scoop to the radiator support.



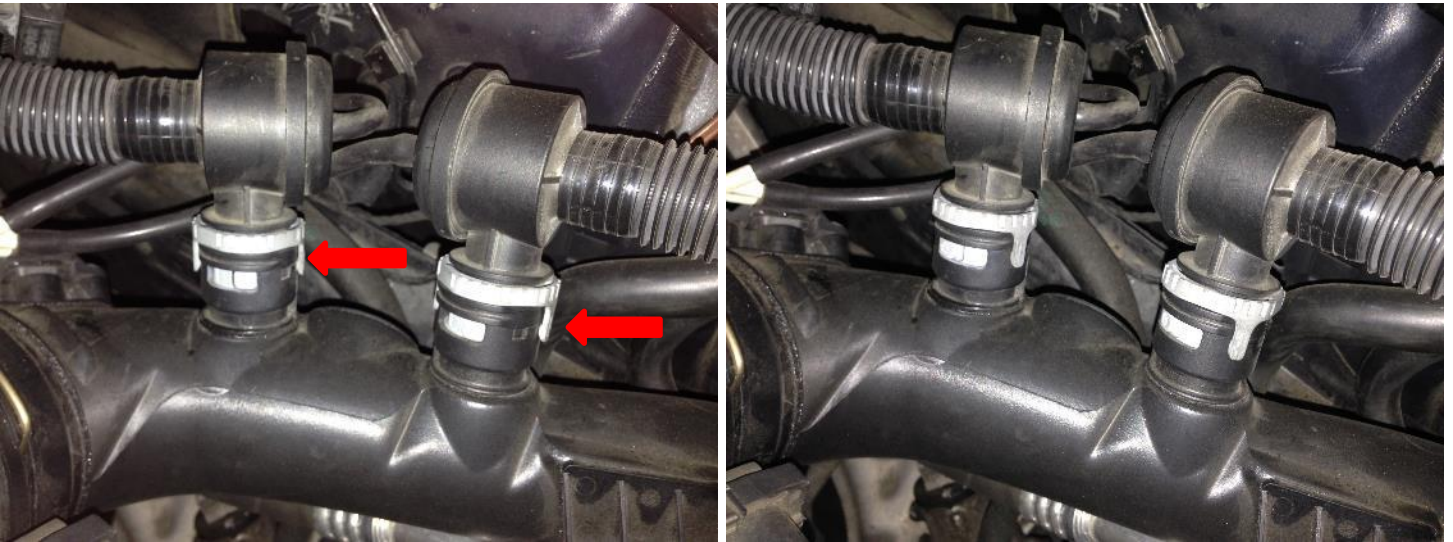
7. Detach the air scoop from the airbox by pulling the plastic over the retaining clips (1 on each side) and remove the air scoop.



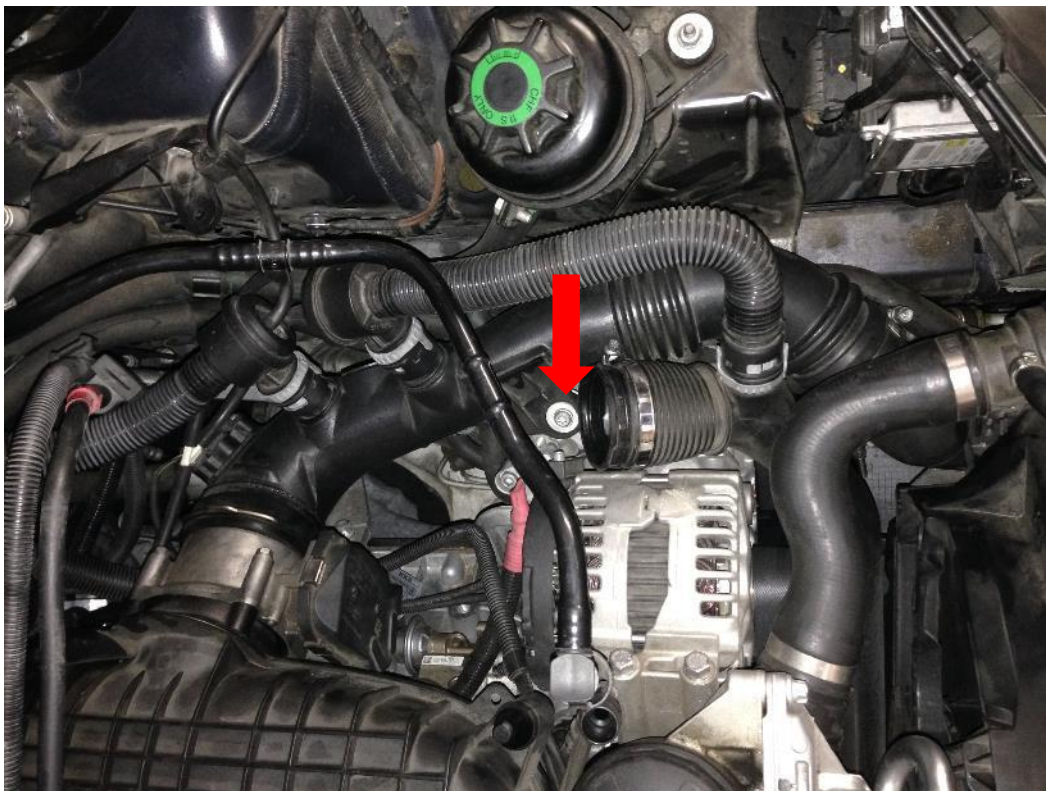
8. Pull up on the airbox to remove it. There are 3 rubber retainers holding the airbox to the engine.



9. Unclip the BPVs from the stock charge pipe by twisting the gray piece clockwise. Pull them out of the charge pipe and move them to the side.



10. Unscrew the T30 torx screw that holds the charge pipe to the motor.



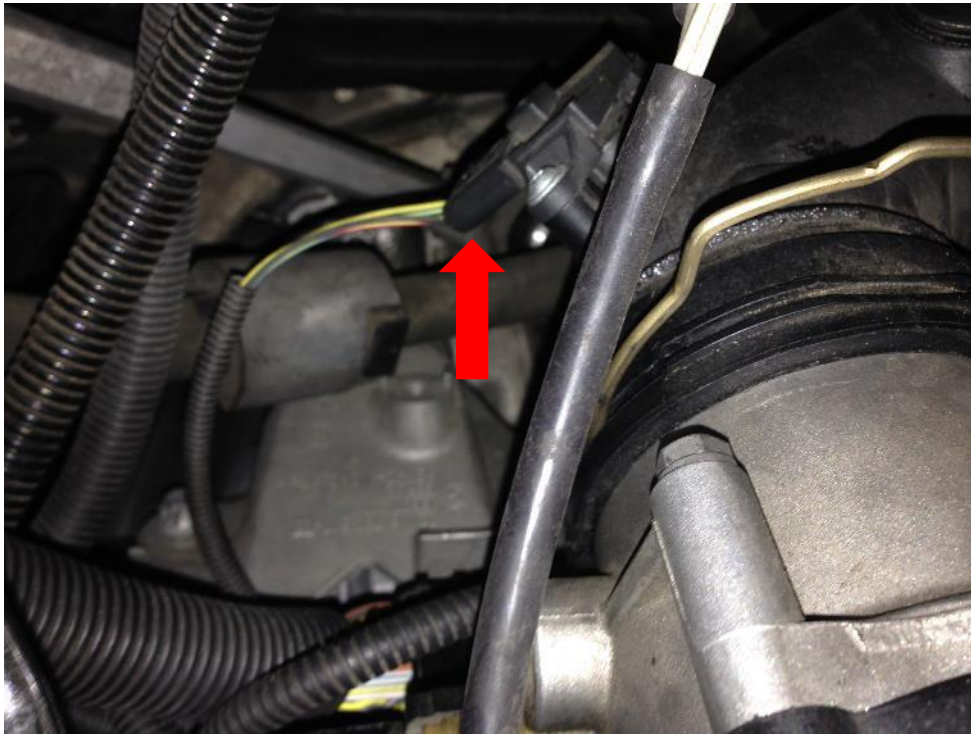
11. Loosen the hose clamp between the charge pipe and the intercooler pipe using a 10mm socket.



12. Remove the c-clip that holds the charge pipe to the throttle body with a screwdriver.



13. Disconnect the wire harness from the MAP sensor on the back side of the charge pipe. It may be easier to pull the charge pipe off the throttle body and intercooler pipe to get to the clip.



14. With the charge pipe removed from the engine bay, remove the stock O-ring from the charge pipe using a pick. Be careful not to puncture or rip the O-ring with the pick as you will be reusing this O-ring on the COBB Charge Pipe.



15. Using a T20 Torx bit, remove the MAP sensor from the stock charge pipe. It will be reused on the COBB Charge Pipe.



16. Remove the C-Clip from the stock charge pipe as it will be used on the COBB Charge Pipe.



Installation of the COBB N54 Charge Pipe:

1. Install the stock MAP sensor into the COBB Charge Pipe using the supplied socket head cap screws, lock washers and flat washers with a 5mm hex key.



2. Install the stock O-ring into the COBB Charge Pipe. At this time, we would recommend putting assembly lube or similar on the O-ring to keep the O-ring from tearing during installation on the vehicle.



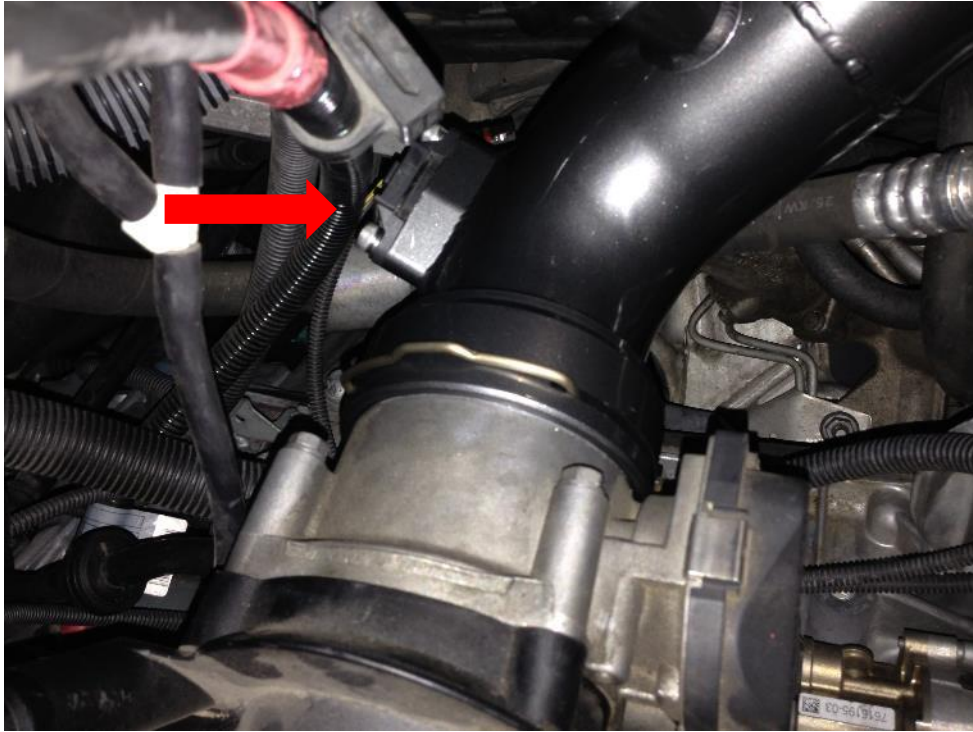
3. Install the silicone reducer on to the COBB Charge Pipe with the 048 hose clamp using an 8mm nut driver or socket.



4. Install the COBB Charge Pipe on the car first seating the throttle body section. Once seated, install the stock C-Clip to secure the pipe in place. Install the C-Clip in the same orientation used on the stock charge pipe.



5. Reconnect the MAP sensor.



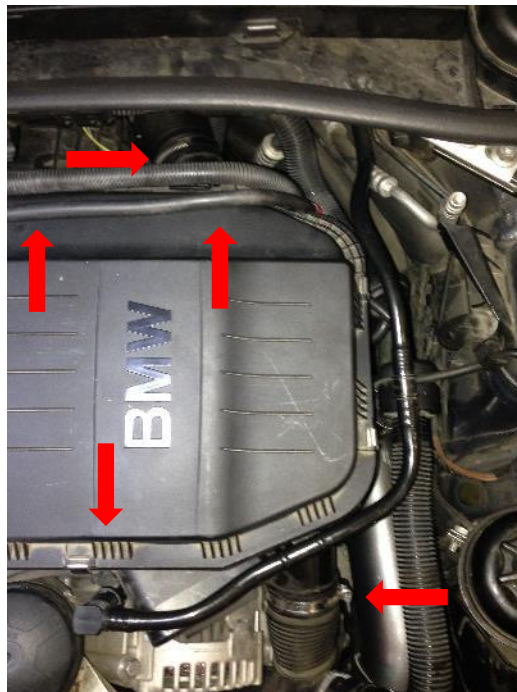
6. Slide the silicone reducer over the aftermarket or stock intercooler pipe and tighten the 040 hose clamp with an 8mm socket or nut driver.



7. Place the 1" silicone couplers over the 1" outlets on the COBB Charge Pipe and secure them with the supplied 1" hose clamps.
8. Reinstall the stock BPVs into the 1" silicone couplers and secure them with the supplied 1" hose clamps.



9. Reinstall the factory intake by reconnecting and fastening the 2 inlet tubes and pushing down on the box to seat the 3 rubber retainers.



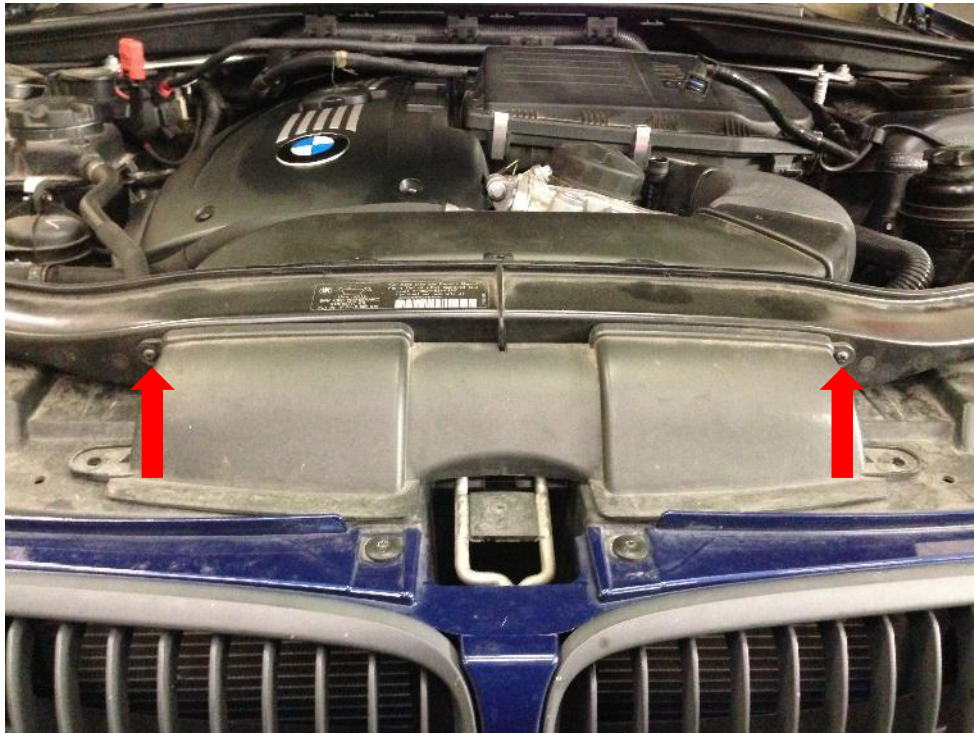
10. Reattach the 2 rubber cable holders to the airbox.



11. Reconnect the vacuum line at the front of the airbox.



12. Reinstall the air scoop and secure it to the radiator support.



13. Reinstall the lower part of the cable cover to the cowl and re-secure the cables into the cover.



14. Reinstall the top of the cable cover.



15. Download and/or install the appropriate OTS map using your COBB Accessport.

16. Congratulations! You have completed the installation of the COBB N54 Charge Pipe for your BMW.
Go out and enjoy!