INSTALLATION GUIDE

2021+ BMW G8X M3/M4 Intercooler

SKU: MMINT–G80–21

TABLE OF CONTENTS

Pg 1 RESOURCES AND CONTACT INFORMATION
Pg 2 EXPLODED VIEW

Pg 4 IMPORTANT SAFETY INFORMATION
SUPPLIED PARTS
REQUIRED TOOLS
INSTALLATION INSTRUCTIONS

Pg 20 DISPOSAL INSTRUCTIONS
WARRANTY INFORMATION

RESOURCES & CONTACT

CALL 1-877-GOMISHI
CUSTOMER SERVICE HOURS: MON–FRI 8:30AM–5:00PM EST

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WEBSITE
WWW.MISHIMOTO.COM

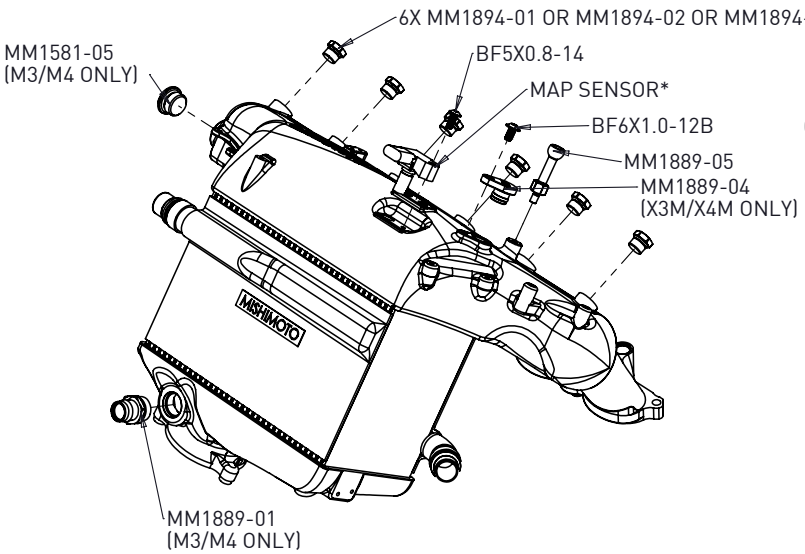
ENGINEERING BLOG
WWW.MISHIMOTO.COM/ENGINEERING

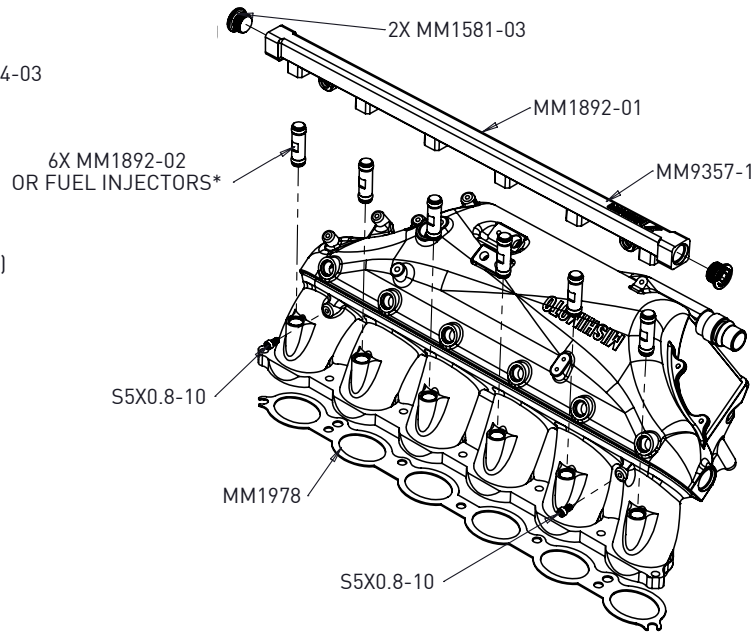
PARTS BREAKDOWN

PART NUMBER	DESCRIPTION	QTY
MM9357–1	INTAKE MANIFOLD	1
MM1978	GASKET	1
MM2428–01	EVAP LINE BRACKET	1
MM2428–02	MAP SENSOR WIRE BRACKET	1
MM2428–03	WIRE HARNESS BRACKET	1
MM2428–04	COOLANT RESERVOIR SUPPORT BRACKET	1
MM2428–05	LOWER MANIFOLD SUPPORT BRACKET	1
MM1889-–01	LOWER EVAP FITTING	1
MM1889-02	LOWER MANIFOLD SUPPORT FITTING	1
MM1889-04	UPPER EVAP FITTING	1
MM1889-05	ENGINE COVER MOUNT	1
MMI894–01	-6 ORB PLUG	6
MMI894–02	-6 ORB TO 1/8″ NTP ADAPTER	6
MMI894–03	-6 ORB TO 1/16″ NTP ADAPTER	6
MM1892–01	FUEL RAIL	1
MM1892–02	FUEL INJECTOR PLUG	6
MM1581–03	-8 ORB PLUG	2

PARTS BREAKDOWN

PART NUMBER	DESCRIPTION	QTY
MM1581–05	-10 ORB PLUG	1
MM1165–07	1/8″ NTP PLUG	2
MM4624–02	LOWER EVAP HOSE	1
MM4624–03	UPPER EVAP HOSE	1
MM1325–2	12–20MM WORM GEAR CLAMP	4
06–9090–207–NY–PTFE	FUEL LINE 1	1
06–0000–395–NY–PTFE	FUEL LINE 2	1
MM1986–516–06	5/16″ EFI ADAPTER FITTING	2
MM1991–060606	-6AN T FITTING	1
MM1995–0608	-8 ORB 90° -6AN ADAPTER	1
HSF6X1.0–25	25MM M6X1.0 BOLT	7
BF6X1.0–45	45MM M6X1.0 BOLT	3
S5X0.8–10	10MM M5X0.8 BOLT	2
BF5X0.8–14	14MM M5X0.8 BOLT	1
BF6X1.0–12B	12MM M6X1.0 BOLT	1
B4X0.7–6A	6MM M4X0.7 BOLT	4
BF5X0.8–10A	10MM M5X0.8 BOLT	7





*PART TAKEN FROM VEHICLE OR PROVIDED BY CUSTOMER, NOT PROVIDED BY MISHIMOTO

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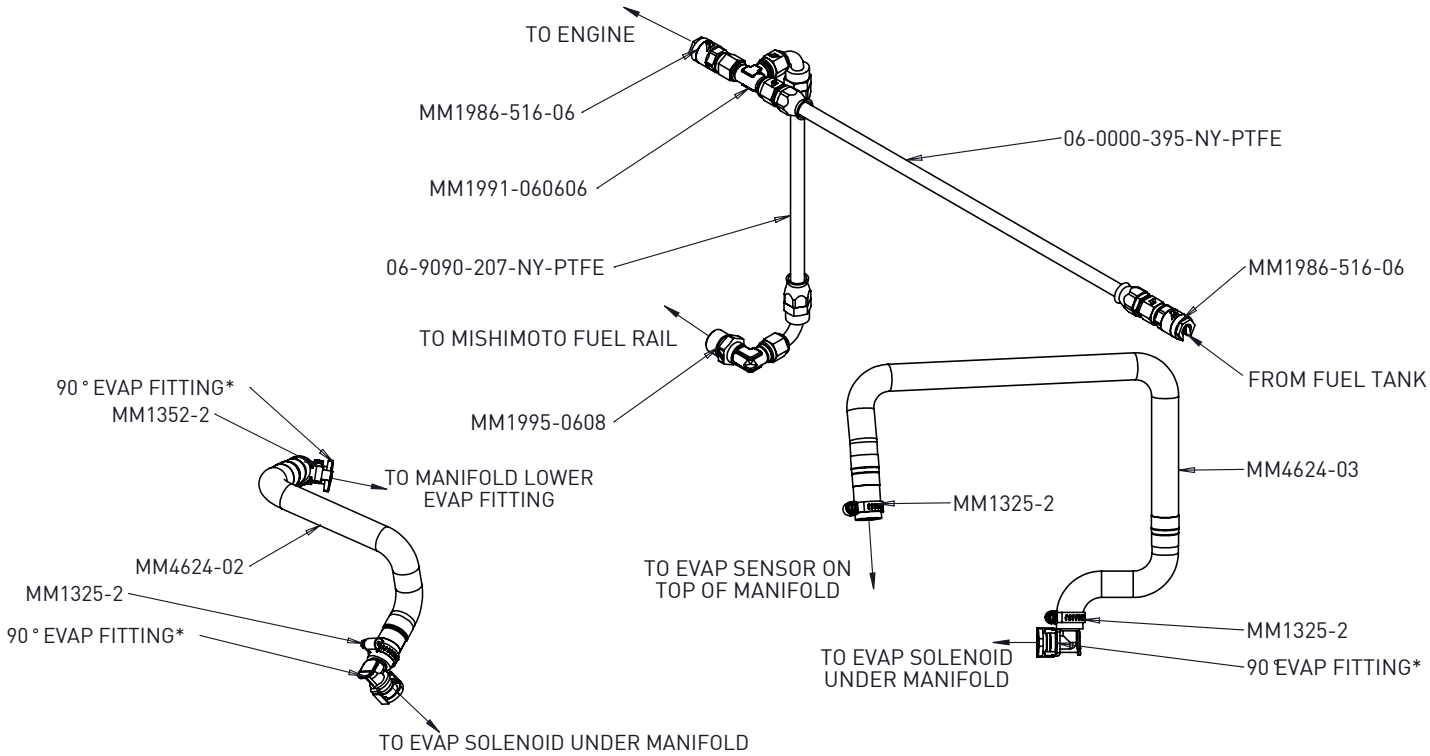
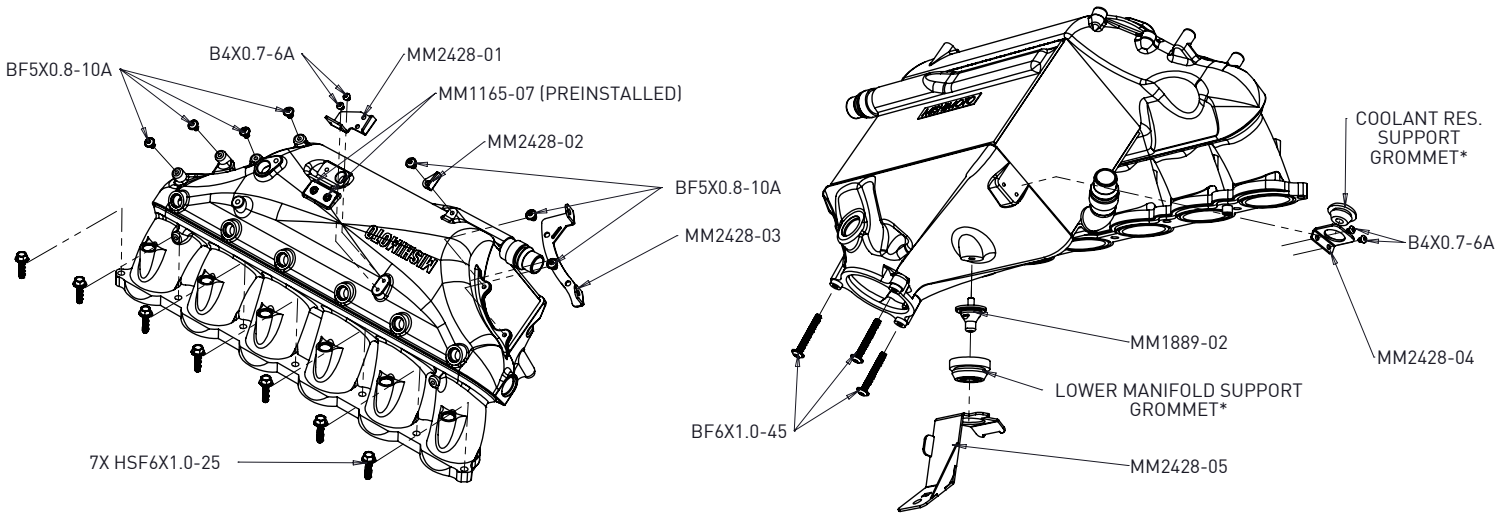




*PART TAKEN FROM VEHICLE OR PROVIDED BY CUSTOMER, NOT PROVIDED BY MISHIMOTO

IMPORTANT SAFETY INFORMATION

- Mishimoto recommends you use safety glasses and protective gloves during the installation of our products
- Raise vehicle only on jack stands or on a vehicle lift
- Allow vehicle to cool completely prior to attempting installation
- Do not run the engine or drive the vehicle while overheating; serious damage can occur
- Please dispose of any liquids properly
- Mishimoto is not responsible for any vehicle damage or personal injury due to installation errors, misuse, or removal of Mishimoto products
- If you need any assistance while installing our products, reach out to our Customer Service Team at 1-877-GOMISHI

REQUIRED TOOLS

VEHICLE JACK AND JACK STANDS OR VEHICLE LIFT
COOLANT VACUUM FILLING TOOL (OPTIONAL)
CONTAINER FOR COOLANT
SILICONE GREASE (OPTIONAL)
PICK TOOL(S)
PUSH CLIP REMOVAL TOOL
AN LINE WRENCHES (6AN) (ONLY NECESSARY FOR PORT INJECTION)
T30 TORX SOCKET
E6 EXTERNAL TORX SOCKET
E10 EXTERNAL TORX SOCKET
2.5MM, 3MM, 4MM, 5MM, 8MM, 10MM HEX/ALLEN KEY'S AND/OR SOCKETS
7MM ¼″ DRIVE SOCKET
8MM ¼″ DRIVE SOCKET
10MM ¼″ DRIVE SOCKET
10MM 3/8″ DRIVE SOCKET
13MM 3/8″ DRIVE SOCKET
15MM 3/8″ DRIVE SOCKET
16MM 3/8″ DRIVE SOCKET
21MM 3/8″ DRIVE SOCKET
1″ SOCKET 1/2″ DRIVE
TORQUE WRENCH (1/4″ AND/OR 3/8″)
1/4″ DRIVE RATCHET
3/8″ DRIVE RATCHET
1/2″ DRIVE RATCHET
1/4″ DRIVE EXTENSIONS
3/8″ DRIVE EXTENSIONS
1/2″ DRIVE EXTENSIONS
13MM WRENCH
17MM WRENCH
BLUE LOCTITE
BLUE PAINTERS TAPE (OPTIONAL)
HEAT GUN (OPTIONAL)

INSTALL TIME: 4–6 HOURS

INSTALL DIFFICULTY:

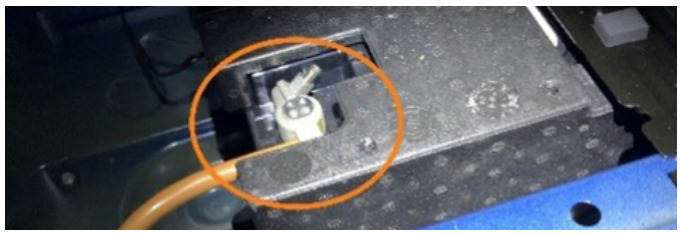
DISCLAIMERS:

- Raise vehicle only on jack stands or a vehicle lift. Never use only a jack.
- Allow vehicle to completely before attempting installation
- Do not run engine or drive vehicle while overheating, as serious damage may occur.
- Please dispose of any liquids properly.
- This installation involves opening fuel lines. Pay special attention to clean up any spilled fuel. Never smoke or use an open flame around open fuel lines or fuel.
- Fuel Rail and manifold are designed for 34mm injectors with 14mm ends such as Injector Dynamics 1050.34.14.14. Injectors, Wiring, and Injection control are not provided by Mishimoto.
- These instructions are for the G8X M3/M4. While this part may fit other vehicle models with the S58 engine, the instructions may be different. Please refer to the factory workshop manual if necessary.

INSTALLATION INSTRUCTIONS

01. Put the vehicle on jack stands or on vehicle lift. It may be necessary to access the belly shield bolts that are in the middle of the vehicle, so it may be necessary to put jack stands in the front and rear.

02. Open the trunk and disconnect the negative battery terminal with a 10mm socket and place to the side. It is important not to close the trunk until the battery is reconnected, as the trunk mechanism is electric and will not work with the battery disconnected.



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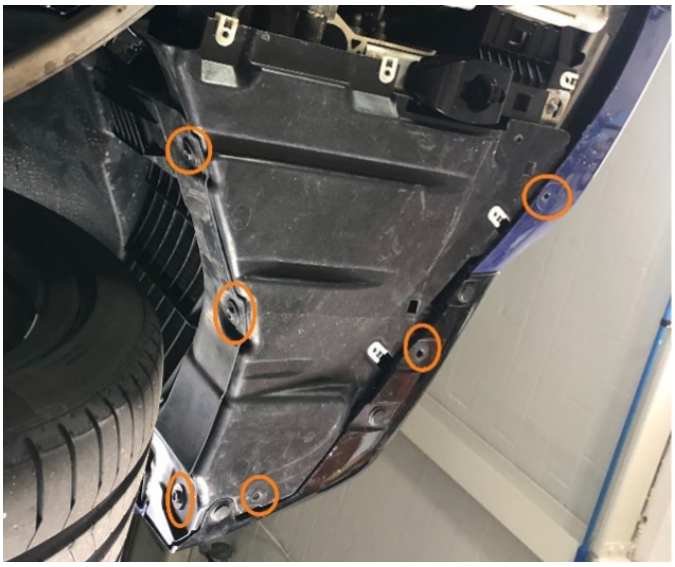
03. Remove 11x 10mm screws holding the front under spoiler to the undertray and remove spoiler.

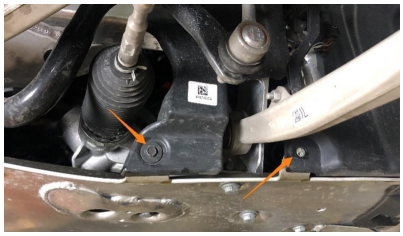
04. Remove the 14x 10mm screws securing the undertray to the vehicle and remove the undertray (Mishimoto Skid plate shown).

05. Remove 6x 10mm screws (per side) holding the side undertrays to the vehicle and remove from the vehicle to gain access to the auxiliary radiators. If you do not plan on draining the main cooling system, this is not necessary. We suggest draining the main cooling system as the throttle body coolant lines must be disconnected to remove the intake manifold/intercooler from the vehicle.
(Image on next page)



06. (Optional) Remove main aluminum skid plate from the vehicle. This is not 100% necessary for the removal and installation of the intake manifold/intercooler, however, it will provide additional access to the underside of the engine and will make it significantly easier to retrieve any dropped bolts or sockets during the installation process.

06. Remove the 10mm screws holding the two side undertrays at the rear of the main skid plate. Remove the 4x 10mm screws holding the main skid plate to the wheel well liners and finally, remove the 11x 16mm bolts and 2x 21mm bolts holding the main skid plate to the vehicle. It may be helpful to have a second person to assist with the removal of the skid plate.



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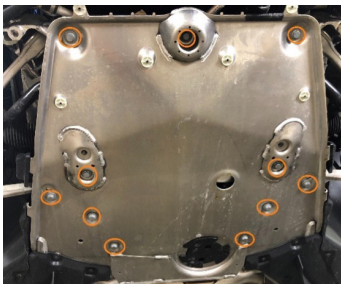
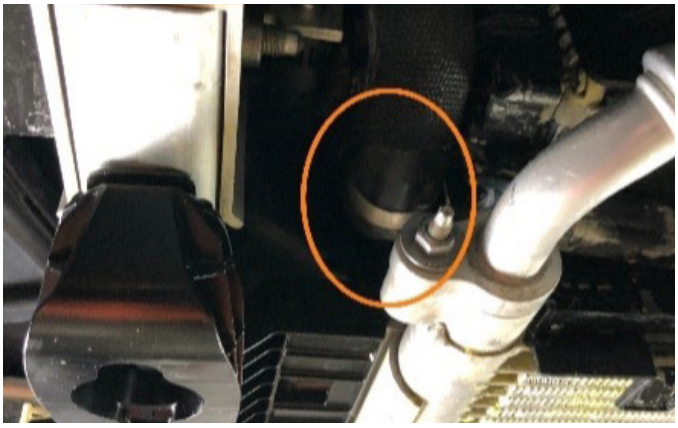
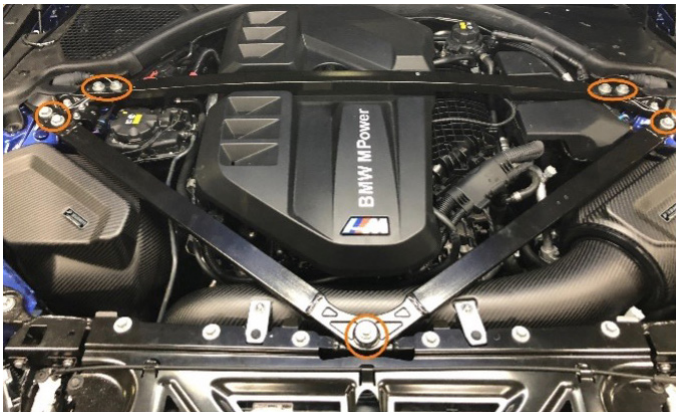


07. Remove the main cooling system reservoir cap. Then, disconnect the coolant lines at the auxiliary radiators in front of each wheel well. Remove the spring clip from the fitting and pull away from the radiator. Drain one at a time to avoid making a mess. (Note: If attempting installation on an X3/X4, one of the auxiliary radiators is used for the secondary (intercooler) cooling system).

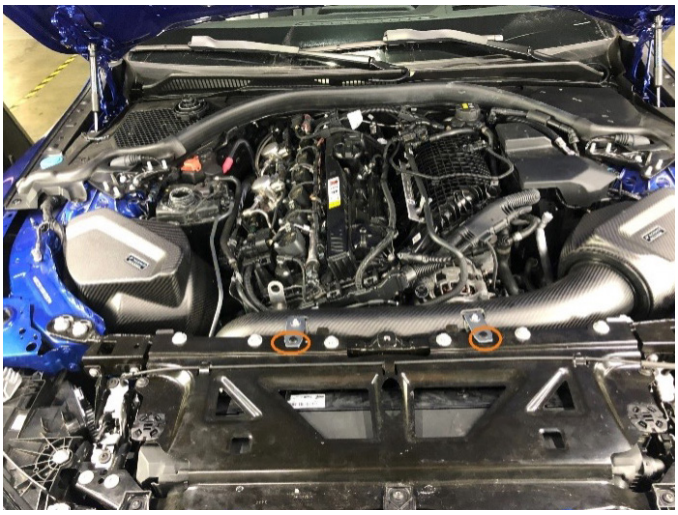
08. Remove the cap for the auxiliary cooling system reservoir at the rear of the intake manifold/intercooler. Remove the spring clip from the quick connect fitting at the bottom of the heat exchanger and drain the auxiliary cooling system.



09. Remove 4x 15mm nuts securing the cross brace to the vehicle and remove. Remove the 4x 15mm nuts and 1x 13mm bolt securing the V-brace to the vehicle and remove. Remove the plastic engine cover by pulling up.



10. Remove the front turbo intake. Remove the 2x push clips on the radiator support. Remove the quick disconnect at the turbocharger inlet and remove the intake box and intake pipe from the vehicle.



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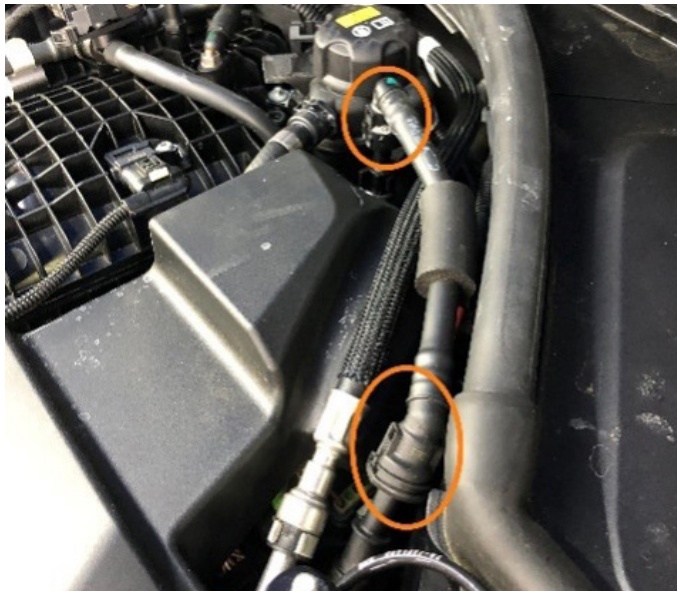
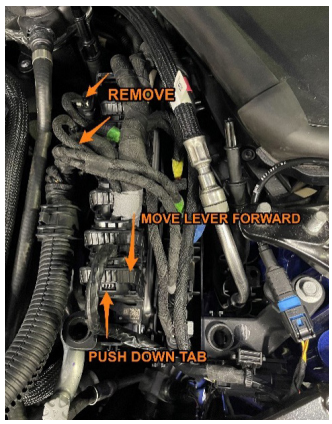
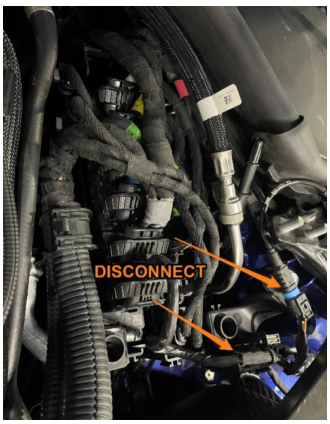
11. Remove EVAP pipe by pinching on the clips on the fittings and pulling up.

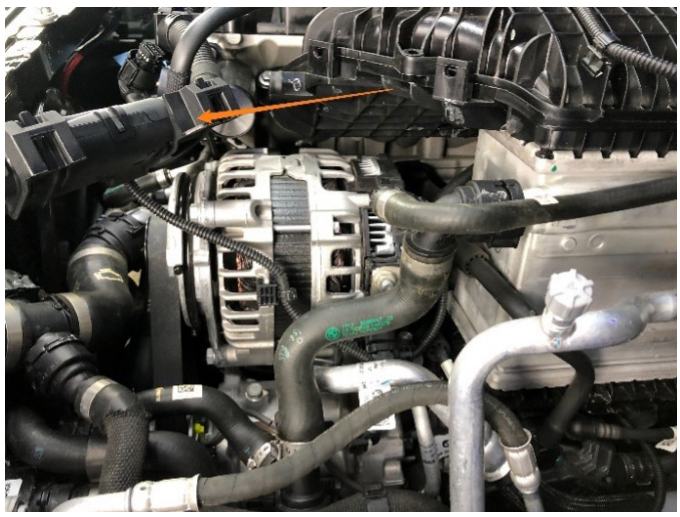


12. Remove the ECU and electronics control box. Remove the 5x ECU connectors by pressing down on the tab and moving the lever toward the front of the vehicle. In addition, remove the 2x locking connectors mounted to the side of the ECU bracket, 7x electrical connectors in the electronics control box, 1x connector at the front of the ECU bracket and 1x suspension control electrical connector (blue connector). It may be helpful to take pictures of the connectors before they are removed so that it is easy to remember which connector goes where during reassembly. Once all electrical connections are removed from the ECU box, remove the 2x 10mm bolts securing the ECU bracket and remove the ECU from the vehicle. (Additional image on top right)





13. Remove the engine electrical harness off of the manifold and push the harness to the side.



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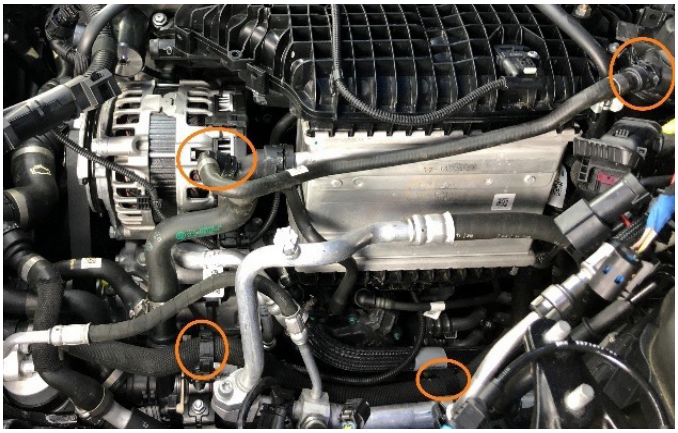
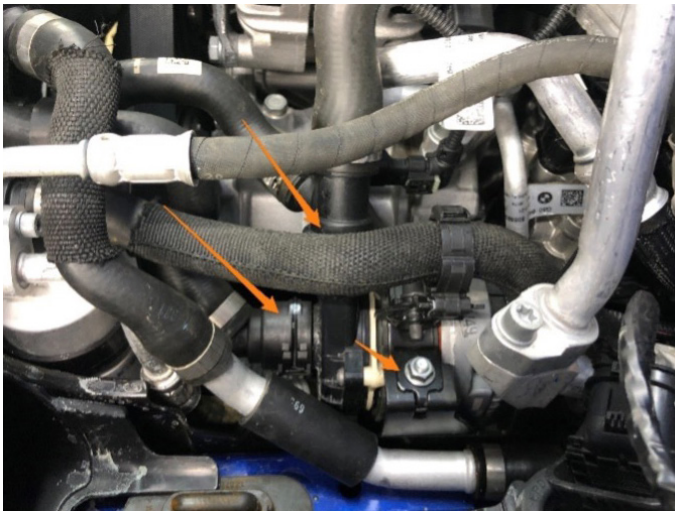
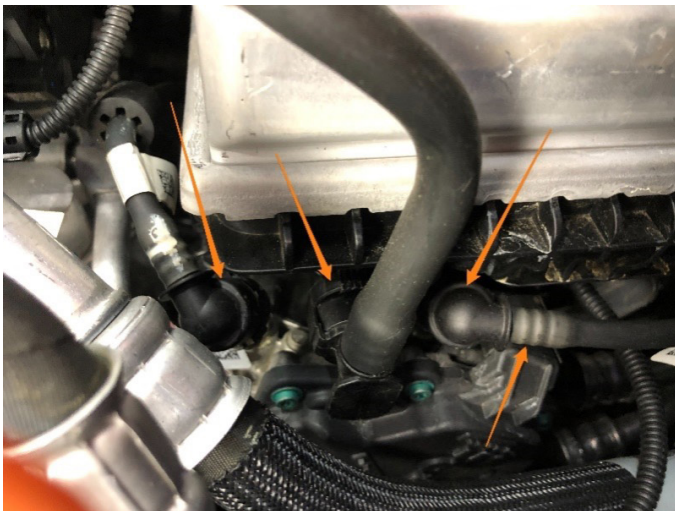
14. Remove the small coolant line shown by removing the quick disconnect spring clip and pulling from the fitting. Then, remove the clips securing the coolant line running above the auxiliary water pump.



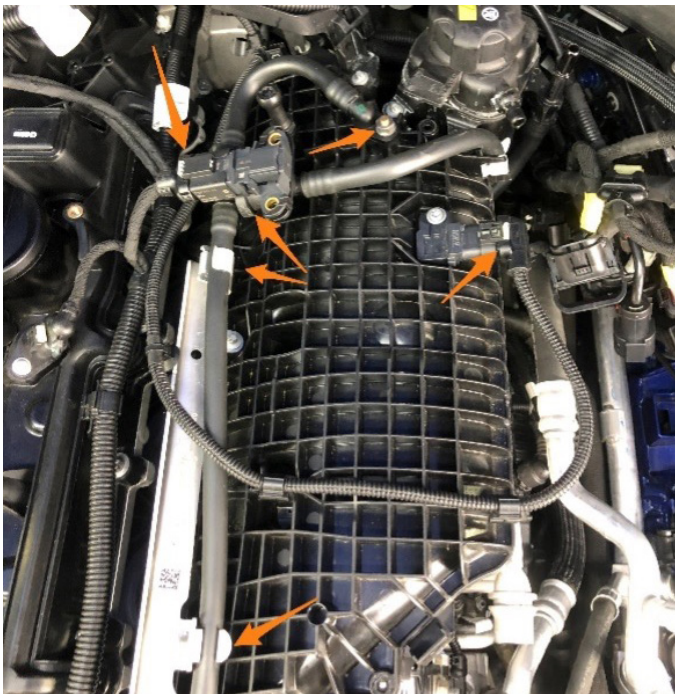
15. Remove the intercooler coolant line as well as the auxiliary water pump inlet hose from both the intercooler as well as the auxiliary water pump. Remove the 1x 10mm nut from the auxiliary water pump. Remove the electrical connector from the back of the auxiliary water pump and remove the pump from the vehicle.



16. Remove the lower EVAP connector and the two throttle body coolant lines to gain access to the throttle body electrical connector. Disconnect the throttle body electrical connector. (Image on top right)



17. Remove the 10mm nut holding the EVAP line into the top of the manifold. Disconnect the EVAP sensor electrical connector and unclip the pinch clip holding the EVAP sensor into the EVAP T fitting. Then, remove the EVAP line from the metal bracket on the intake manifold. Disconnect the MAP sensor electrical connector and remove the clips holding the MAP sensor wiring harness in place.



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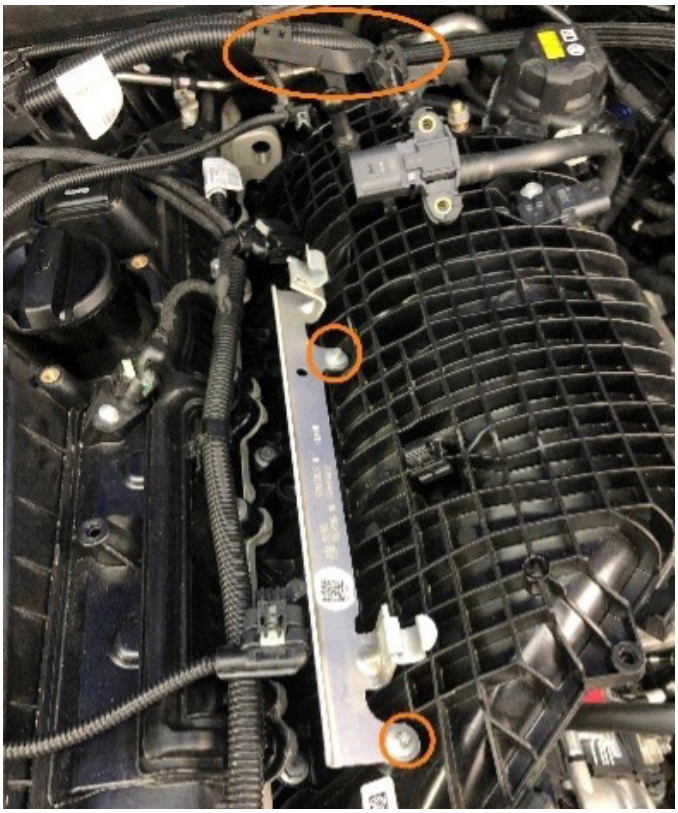
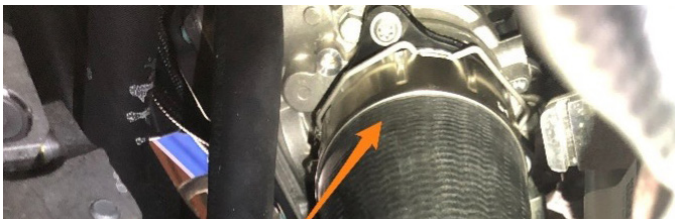
18. Remove the 2x E6 screws holding the metal EVAP bracket to the intake manifold. Then remove the 2x E6 screws securing the auxiliary coolant reservoir to the intake manifold. Lastly, unclip the wiring harness from the bracket at the back of the intake manifold.



19. Lift up on the auxiliary coolant reservoir to remove it from its lower bracket in order to make room to reach the rear coolant hose for the intercooler. Remove the spring clip and pull the hose away from the intercooler to remove.

20. Move the clip holding the charge pipe to the throttle body adapter to the open position. It may be possible to reach through the hole where the water pump is. If not, it will be accessible from the bottom of the car.



21. Loosen all 7x 10mm bolts securing the intake manifold to the cylinder head. Gently pull the intake manifold away from the engine and fully remove from the vehicle. Pay special attention to any remaining hoses or electrical connectors that may have been missed.

22. Skip to step 25 if you are not installing port injection. Remove the factory fuel line going from the rear of the engine to the firewall near where the ECU was. Remove the grey clip from the fuel line and then push the black plastic part into the fitting and pull the fitting off the metal line. Be careful removing the line as there will be residual fuel coming out of the line. Make sure to clean up any fuel before proceeding.

23. Install 1x 5/16" EFI fuel line adapter on each side of the factory fuel line (1x at the firewall near the ECU and 1x at the back of the cylinder head). Remove the threaded adapter from the back of the fitting, install the adapter on the line, and then install the threaded adapter into the back of the fitting. Make sure that the adapter cannot be removed from the fuel line by hand. Install the T-fitting onto the adapter fitting on the back of the cylinder head. Run the included fuel long fuel line from the firewall fitting into the T-fitting. Tighten all the lines and fittings with the remaining side of the T-fitting facing towards the rear of the vehicle. (Images on next page)

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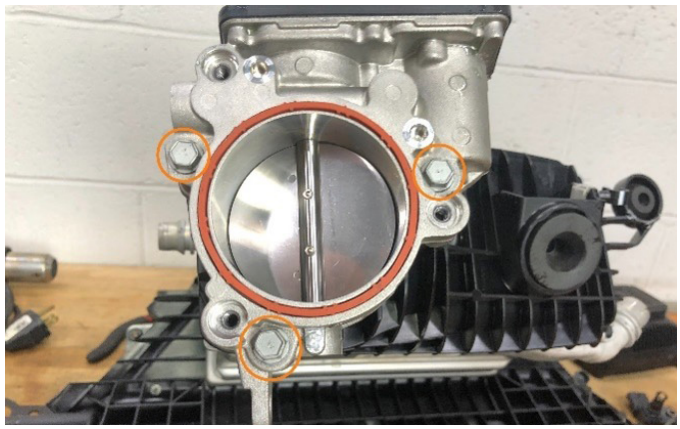
24. Install the last line with the two 90° hose ends on the remaining end of the T-fitting. Leave the other side loose as this will go into the fuel rail.

25. Remove the 3x T30 Torx screws securing the throttle body adapter to the throttle body and remove (Mishimoto Adapter shown).

26. Remove the 3x 10mm bolts that hold the throttle body to the stock manifold. Make sure that both orange O-Rings stay with the throttle body. (Image on top right)



27. Install the throttle body onto the Mishimoto manifold using the included 45mm long M6 bolts. We suggest putting a dab of blue Loctite onto the bolts onto the threads of the bolts. Tighten each of the 3 bolts to about 4-5 Nm and then go back and tighten the bolts to 12-14 Nm in a circular pattern. Then, install the throttle body adapter to the throttle body with the 3x factory bolts. Torque to 8-10 Nm.

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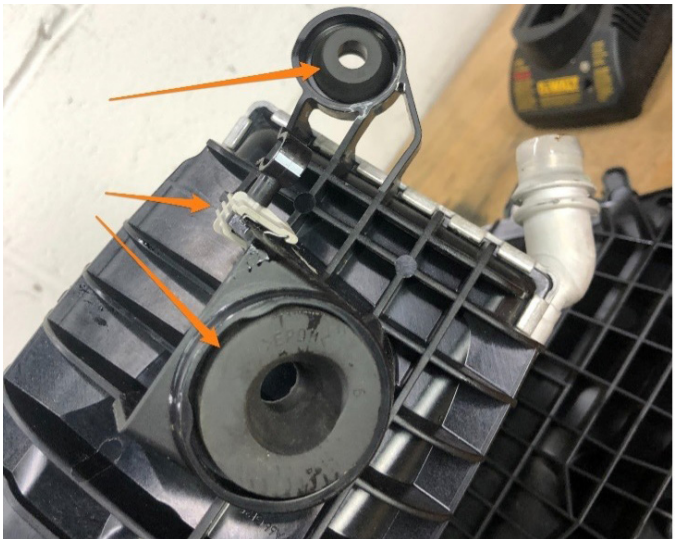
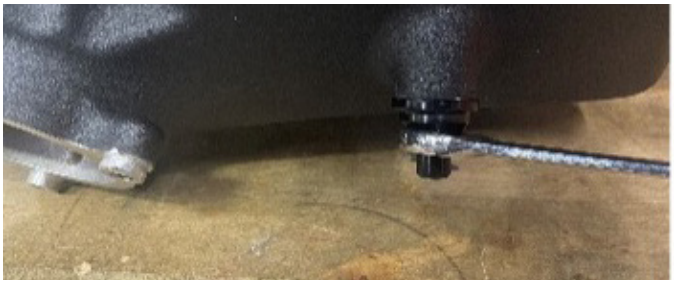
28. Remove the two rubber grommets and grey clip off of the factory manifold. Install the large grommet and grey clip onto the included bracket (MM2428-05) and the smaller grommet onto the small 90° bracket (MM2428-04)



29. Install the 90° bracket with the smaller grommet (MM2428-04) on the manifold with the included 6mm long M4 button head screws.

30. Install the EVAP fitting into the port near the throttle body with 1" or 25mm socket. Install the included -10AN plug on the front of the intake manifold plenum. These are o-ringed connections, so they do not need to be very tight. We recommend 20ft-lbs or less. If you are installing on an X3/X4, these two fittings will likely be switched. (Images on top right)

31. Install the lower manifold support fitting in the bottom plenum of the manifold. It can be tightened using a 13mm wrench as shown in the picture below.



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32. Remove the 2x E6 screws securing the rear engine harness bracket to the factory manifold. Transfer the bracket over to the Mishimoto manifold and secure with two 10mm long M5 button head flanged screws (included).

33. Install the included engine cover mount into the hole shown with a 13mm wrench. This step may be skipped if not planning to run an engine cover.

34. Remove the MAP sensor from the factory manifold using a T30 Torx driver. Install into the hole in the Mishimoto manifold using the included 14mm long M5 button head flanged bolt. Then, install the two map sensor wire brackets as shown in the picture. The smaller bracket with one bend (MM2428-02) with an included 10mm long M5 button head flanged screw and the bracket with two bends (MM2428-01) with two included 6mm long M4 bolts. Transfer the wire harness clips from the stock manifold onto these two brackets. Transfer one of the two metal hose clips from the metal bracket that was on the stock manifold onto the MM2428.

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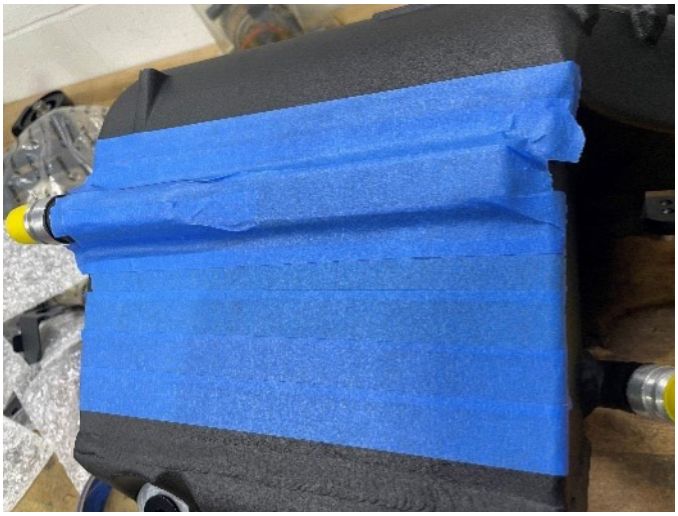
35. Secure the front engine harness bracket to the front of the manifold with two of the included 10mm long M5 button head flanged bolts.

36. If you do not plan on running nitrous oxide or methanol injection, install the 6x MM1894 fittings (with no hole or plug in them) into the corresponding threaded holes in the manifold with a 17mm wrench or socket. If you do plan on running nitrous oxide injection or methanol injection, we include a set of 1/8" NPT and 1/16" NPT adapters. We suggest setting the height and angle of your nitrous nozzle at this time so that you can see down the runner and make sure that it is aimed correctly. The position of these ports were designed around Nitrous Express nozzles, however, many other nozzles should work. (Image on top right)

37. At this time, we suggest using blue painters tape (or similar) to mask off the outside face of the core so that it does not become scratched or damaged during installation.



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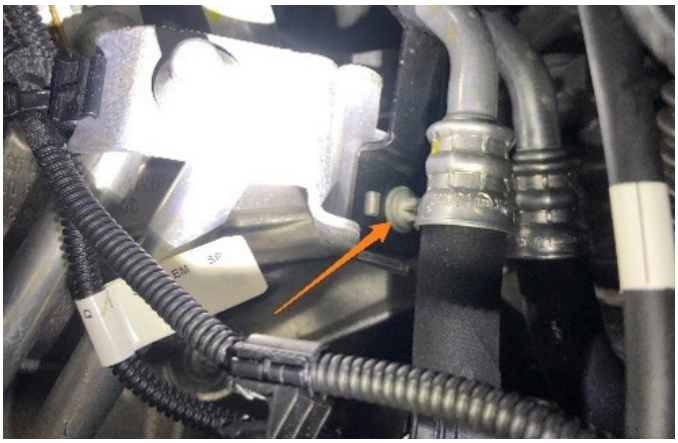
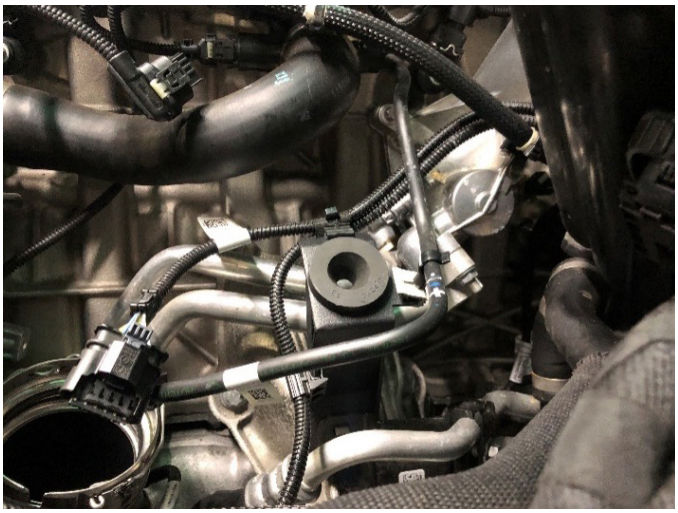
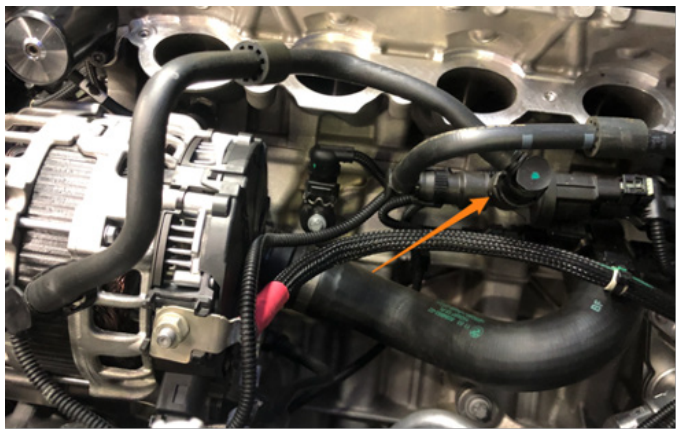
38. Install the lower manifold support bracket in the vehicle. Remove the 1x E10 bolt securing the factory manifold support bracket to the engine arm and secure the Mishimoto bracket to the vehicle. Make sure that the bracket is in the same position (vertical) as the factory bracket was. The factory oil cooler line bracket should remain stacked with the bracket as shown.





39. Remove the EVAP hose connected to the EVAP solenoid that sits under the intake manifold. Using a heat gun, heat up the ends of the hose and remove both fittings. This can also be accomplished by cutting the end of the hose with a razor blade, however, it may risk damaging the o-ring on the end of the fitting and the line will not be reusable. (Image on top right)

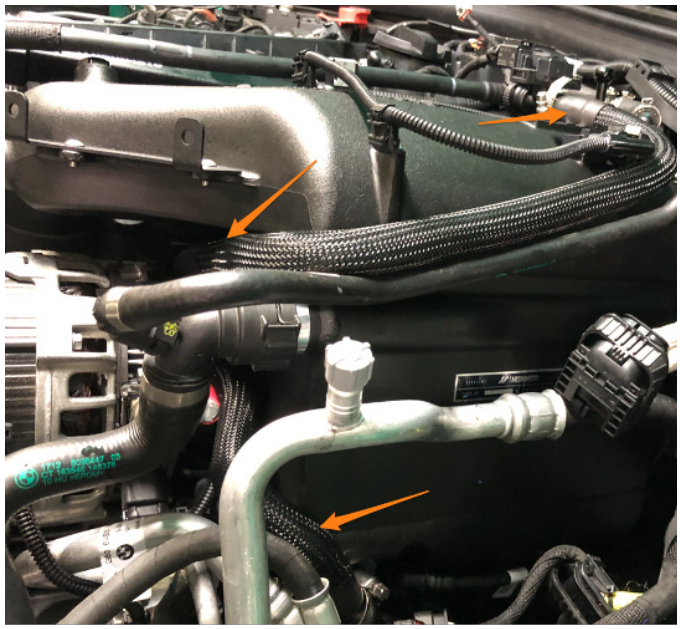


40. Install the fittings from step 37 into the included hose (MM4624-02, the shorter or the two included hoses) and secure with 2x of the included worm gear clamps. Try to clock the fittings similar to how they are positioned in the vehicle. Reinstall the hose on the EVAP solenoid that sits under the intake manifold.

Continued on next page

41. Remove the other hose connected to the EVAP solenoid underneath the intake manifold. This line should have the EVAP sensor on one side of the line. Remove the fitting and the EVAP sensor fitting/housing from the factory hose by heating the ends of the line with a heat gun (or cutting with razor blade). Assemble the new hose with the included worm gear clamps as shown in the picture.

42. Install the fitting side of the hose on the EVAP solenoid that sits under the intake manifold. This hose will now route towards the front of the car and around the intake manifold, instead of under the manifold. This hose will be routed on top of the hose that was assembled in steps 37 and 38. We have included a picture of the installed manifold for reference.(Image on top right)



43. This manifold is capable of using both the factory rubber green O-rings or the included fiber gasket. We have provided the fiber gasket as it has thermal insulating properties to prevent heat transfer from the cylinder head to the intake manifold. At this time, remove the factory green o-rings from the factory manifold and install them onto the Mishimoto Manifold OR install the included gasket onto the pins on the Mishimoto manifold. **USE THE O-RINGS OR THE GASKET BUT NOT BOTH!**

(Additional image on next page)

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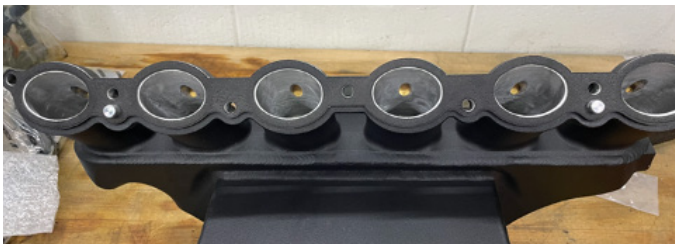
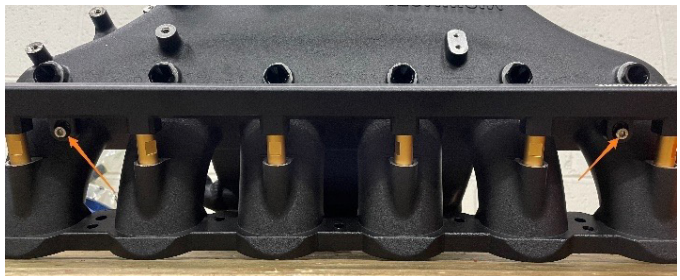


44. Lower the manifold into the vehicle. Make sure that all of the wiring harnesses, EVAP lines, and auxiliary coolant reservoir are pushed out of the way before lowering the intake manifold. Try to use the pins on the intake manifold to line it up with the cylinder head. Make sure that the intake manifold support fitting (MM1889-02) is lined up with the grommet in the lower manifold support bracket. Make sure none of the hoses or wiring harness are pinched or caught. This step is quite difficult as the manifold is quite heavy and fits tightly in its spot. The A/C line running past the manifold may need to be gently and slightly moved out of the way to get the manifold in place. In addition, before setting the manifold into place, connect the throttle body electrical connector to the throttle body. It is a tight fit and will be hard to access once the manifold is bolted down. Pay special attention to the wire harness for the electric water pump as well as the throttle body coolant lines.

45. Secure the manifold to the cylinder head with the 7x remaining included M6 bolts. These bolts are very easy to drop into the engine bay, so we suggest using a magnet or piece of tape to help secure the bolt while getting it into the hole and threads started. Tighten each bolt by hand by starting with the middle bolt and start working outward. Then, go back and tighten the bolts to 10nm, in the same order. Once finished, we suggest going back through all the bolts and make sure they are all still tight.

PLEASE NOTE: Included, optional fuel rail is for race-use only. The fuel rail has a tamper-proof sticker and may be removed only if the vehicle will no longer be used on the street or highway. Check local emissions regulations before removing.

46. If you are running port injection, remove the fitting that will sit on the rear of the fuel rail and replace with the provided 90° -8 ORB to -6 adapter fitting. If you are using port injection, install your 6 injectors into the ports in the intake manifold. We suggest using a dab of silicone lubricant on the o-ring to prevent pinching or tearing. If you are not using port injection, install the 6x provided injector blanks into the manifold. Line up the injectors or injector blanks with the fuel rail and install the fuel rail. Secure the fuel rail with the included M5 socket head screws. It may be necessary to push down on the fuel rail to get the bolt holes to line up.
(Shown off the car for clarity)



47. If you are using port injection, install the remaining fuel line into the fitting at the end of the fuel rail and tighten with a -6AN wrench.

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48. Connect the lower EVAP hose to the fitting in the manifold near the throttle body. You should hear an audible click when it is fully seated. Connect the 2x throttle body coolant lines to the fittings on the throttle body. We suggest lubricating the fittings with a little bit of fresh coolant before installation to prevent any damage to the internal o-ring. You should hear an audible click when they are fully seated.

49. Reach behind the manifold and connect the intercooler coolant line. Like the other quick connect fittings, we suggest lubricating the fitting with fresh coolant. You should hear an audible click when fully seated. Then, move the auxiliary coolant reservoir so that the peg at the bottom is seated in the grommet on the intake manifold. Use the 2x included 10mm long M5 button head flanged bolts to secure the top of the reservoir to the intake manifold. If the EVAP line that clips into the coolant reservoir has gotten disconnected, reattach at this time. (Images on top right)

50. Connect the EVAP hose with the EVAP sensor to the EVAP hose Tee fitting. Install the EVAP hose into the manifold and secure with provided 12mm long M6 button head flanged bolt. Make sure that the EVAP hose is clipped into the metal clip attached to the bracket. Connect the MAP sensor electrical connector and secure into the wire loom clips on the supplied brackets. (Image on next page)

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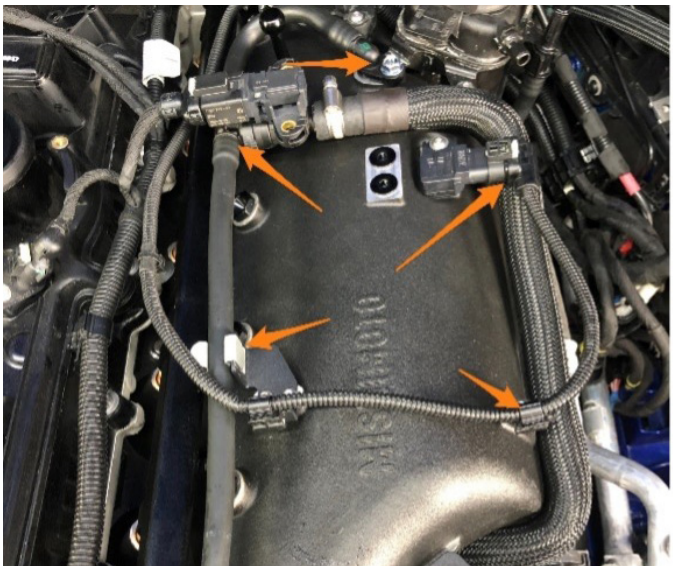
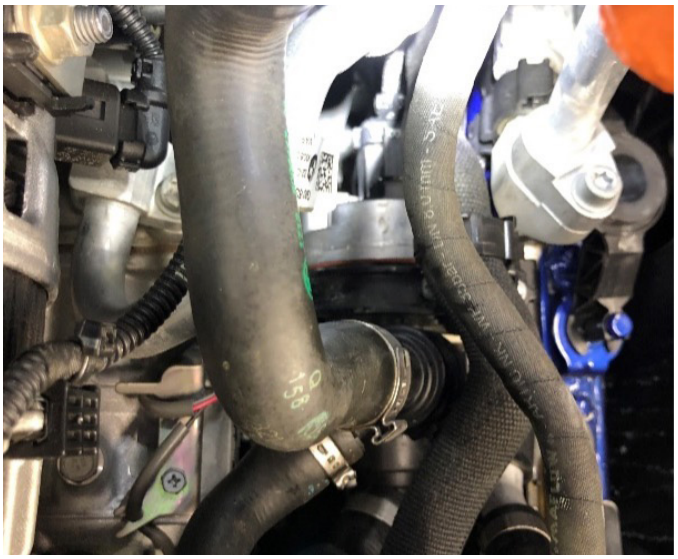
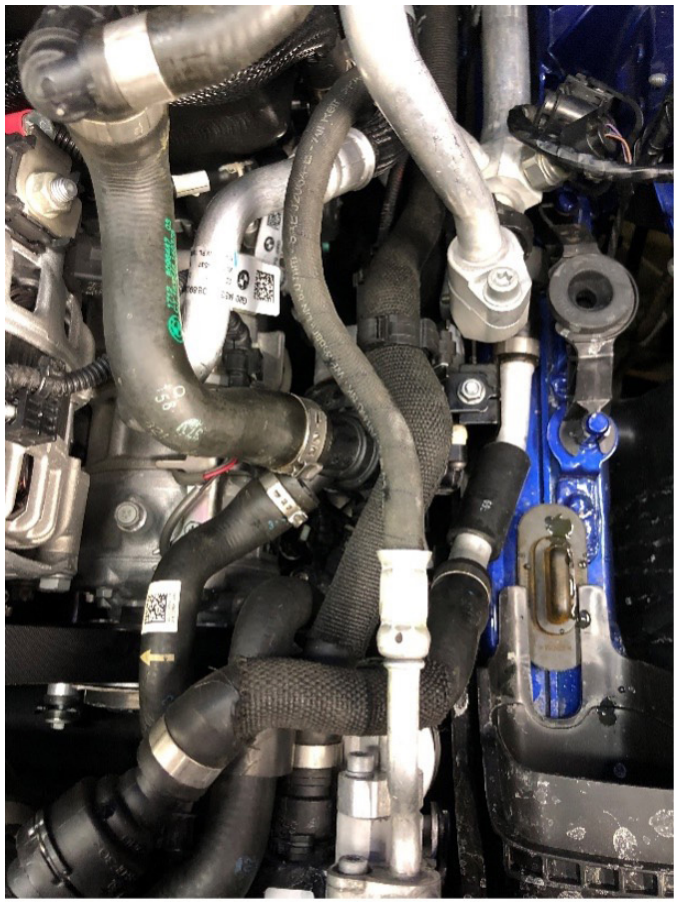


51. Reach under the manifold and connect the charge pipe to the throttle body adapter. This may be easier from underneath the vehicle with the undertray removed.

52. Reinstall the electric water pump. Connect the inlet and outlet hose to the pump (do not forget to lubricate the fittings with fresh coolant) and wait to hear an audible click to ensure they are connected. Do not forget to reconnect the electrical connector. Make sure to reattach the coolant line that goes over the water pump to the clips that hold it in place.



53. Reinstall the coolant line that runs from the outlet of the water pump to the intercooler/intake manifold. Reinstall the smaller line that connects from the fitting of the intercooler coolant line to the auxiliary coolant reservoir.



54. Reinstall ECU. Secure the ECU bracket with the two 10mm screws. Make sure to take your time and make sure that all of the wires are in the correct spot. None of the wires should need to be pulled tight. Make sure to attach the wire harness with the wire harness bracket on the rear of the Mishimoto manifold. Make sure to use the bracket on the front of the manifold to attach the front loom of the engine wire harness. Reinstall ECU cover. Reinstall EVAP pipe that goes over the ECU cover. You should hear an audible click once it's fully seated. (Image on next page)

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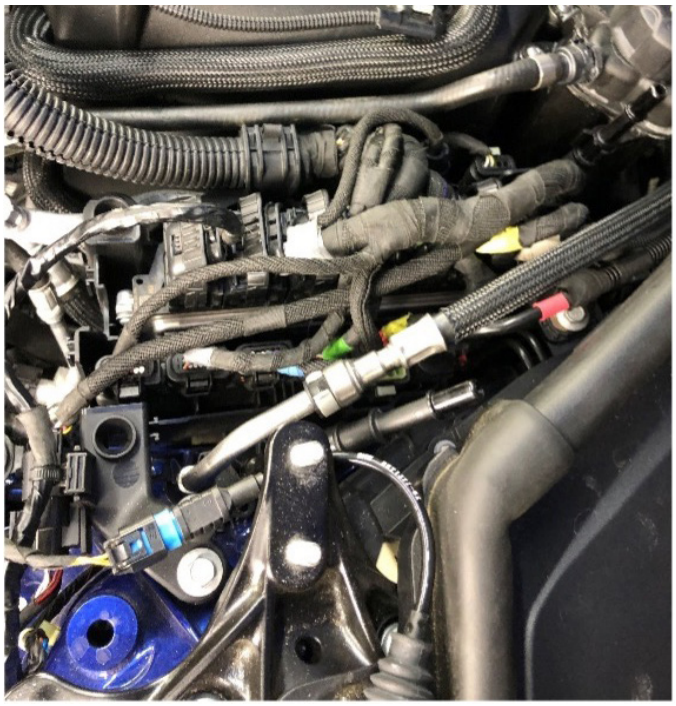

55. Fill the auxiliary and main coolant reservoirs with coolant. We suggest using a vacuum filling system for the best results. Once full, make sure to check for leaks at all the coolant connections that were removed during the installation process.

56. Reinstall the front turbo intake.

57. Perform the factory coolant vent/bleed procedure for the auxiliary system. Close both cooling system reservoir caps. With the hood open, headlights on, and battery connected to a charger, turn the vehicle on but NOT the engine. Turn the heat to max temp and minimum fan. Press the accelerator pedal to the floor for at least 10 seconds without touching the brake pedal. This should activate the auxiliary cooling system venting procedure which will take about 11 minutes. A message with "service function started" will display on the dashboard. Once complete, top off the system if necessary.

58. Check for leaks around the fuel system and tighten any of the fittings if necessary.

59. Perform the factory coolant vent/bleed procedure for the main cooling system. This is a similar procedure, however, the hood should be closed. In addition, after the accelerator pedal is held to the floor for 10 seconds, start the engine. There should be a "service function started" warning on the display and the engine will rev to approx. 3500 for a short period of time. If necessary, this step may be performed after the car is fully reassembled, as the vehicle may need to be moved outdoors for proper ventilation. Never run a vehicle indoors without proper ventilation.

60. Reinstall engine cover and both engine bay braces. The torque specification for the 15mm nuts is 28Nm and 56 Nm + 90° rotation for the 13mm bolt. BMW suggests replacing the 13mm bolt when removed.

61. Reinstall belly pan/skid plate. BMW suggests replacing all the bolts for the belly pan when removed. The torque specification for the smaller 16mm bolts is 56 Nm + 90° rotation. The larger 21mm bolts should be tightened to 100Nm + 90° rotation.

62. Reinstall the front and side belly pan and spoiler.

Congratulations! You have finished your installation!

DISPOSAL INSTRUCTIONS

- Do not dispose of any product as unsorted municipal waste. Use separate collection facilities. Contact your local authority for information regarding the collection systems available.
- Never improperly dispose of any coolant, oil, or other chemicals.

WARRANTY INFORMATION

- All claims must be accompanied with a picture of the Mishimoto product showing the issue for which the claim is being submitted.
- Mishimoto asks that the customer inspect their purchased item for any damage immediately upon arrival.
- Any product deemed dead on arrival (DOA) must be claimed within 14 business days of delivery. Claims outside of this time frame will not be covered under the Mishimoto Lifetime Warranty.
- This warranty does not include payment and/or reimbursement of the cost of labor in connection with the removal of any product returned pursuant to the warranty policy or in connection with the installation of any replacement items provided under the warranty policy.
- Mishimoto has the right to refuse a claim at any time.
- When Mishimoto accepts a claim, Mishimoto retains full discretion to choose if it will: (i) repair or replace purchaser's original Mishimoto product; (ii) replace purchaser's original Mishimoto product with the most current available model; or (iii) provide the purchaser with a gift card redeemable on Mishimoto.com in the amount of the original purchase price of the original Mishimoto product. The provision of a replacement of a Mishimoto product is subject to availability and Mishimoto retains the right to substitute any warranty claim item with a comparable item or credit at any time.
- If Mishimoto determines that it will provide a replacement item in connection with a claim under this warranty policy, and such item is out of stock, Mishimoto will place the customer on backorder and ship the replacement product to the purchaser once it becomes available.
- Mishimoto is not liable for incorrect shipments in connection with a claim if a claim form is completed incorrectly, or if a model number is not included in a claim.
- If you have a vehicle equipped with an automatic transmission, please make sure to specify this within the text box on the claim form. Mishimoto is not responsible for incorrect replacement shipments if transmission type is not indicated.

WARNING
Cancer and
Reproductive Harm
www.P65Warnings.ca.gov

This product can expose you to chemicals which are known to the state of California to cause cancer. For more information visit: **www.p65warnings.ca.gov**