

Parts:



Level of difficulty:

Medium (there is some 'ad hoc' work that needs to be done)

Time:

Allow about 5 hours (depending on how quickly you can get the front off)

What do you need:

- 3 x Set of Pipes
- 1 x Turbo Heat Shield
- Set of mini Ramps and chocks
- Socket Set
- Spanners
- Screwdrivers
- Hex Tools
- Hacksaw
- Stanley Knife

Washing Up Liquid
Laytex Gloves (it's dirty in there)
A spare pair of hands

1) Remove the front of the car following the How-To here...

<http://forfour.co.uk/forum/index.php?topic=89.0>



That is the hardest part really.....

So now you have the front off.....you will be able to drive the car up the mini ramps and chock the back wheels for safety !!



2) Work out what pipes go/fit where before removing all the old ones !

Top 2 pipes.....



Bottom pipe.....



**NOTE - The 2 pipes between the top of the intercooler and 2 top pipes are different lengths to the standard BRABUS ones.....one is longer and the other is shorter !!
We'll talk about the fix when we get to that bit !!

3) Undo all the pipe clips on the top 2 pipes (remembering which ones come from where and without losing any of them) and undo the black solid pipe attached to the engine block that connects the top 2 pipes. You can then pull the pipes apart.

4) You now have better access to the funny shaped inlet pipe that connects the Airbox to the turbo. Undo the clips and remove the pipe, pulling off the black foam covered pipe that feeds into the

engine block.



(Please don't let this picture scare you.....its not as bad as it seems !!!!!)

- 5) Remove the clip around the black "BRABUS" circle and remove....
(it seems to just be a blanking plate) and refit to the new pipe !

6) Pull out the pipe connector (give it a nice tug) from the air pipe....and refit to the new pipe, BUT you have to fit it into the new pipe the other way round !

(Sorry....I didn't take too many pictures at this point as I was concentrating far too hard !)

7) Fit the 3 new pipes in place (not forgetting the pipe clips) and using a little of the washing up liquid in the pipe ends to ease fitting.



🤔 Now remove the bottom pipe, which can be found in here somewhere....



This one is a REAL pain as there is not much space between the 2 fittings and the new pipe isn't as flexible as the old ones, so you will have to put some effort in - I would suggest that you fit at the intercooler end first.

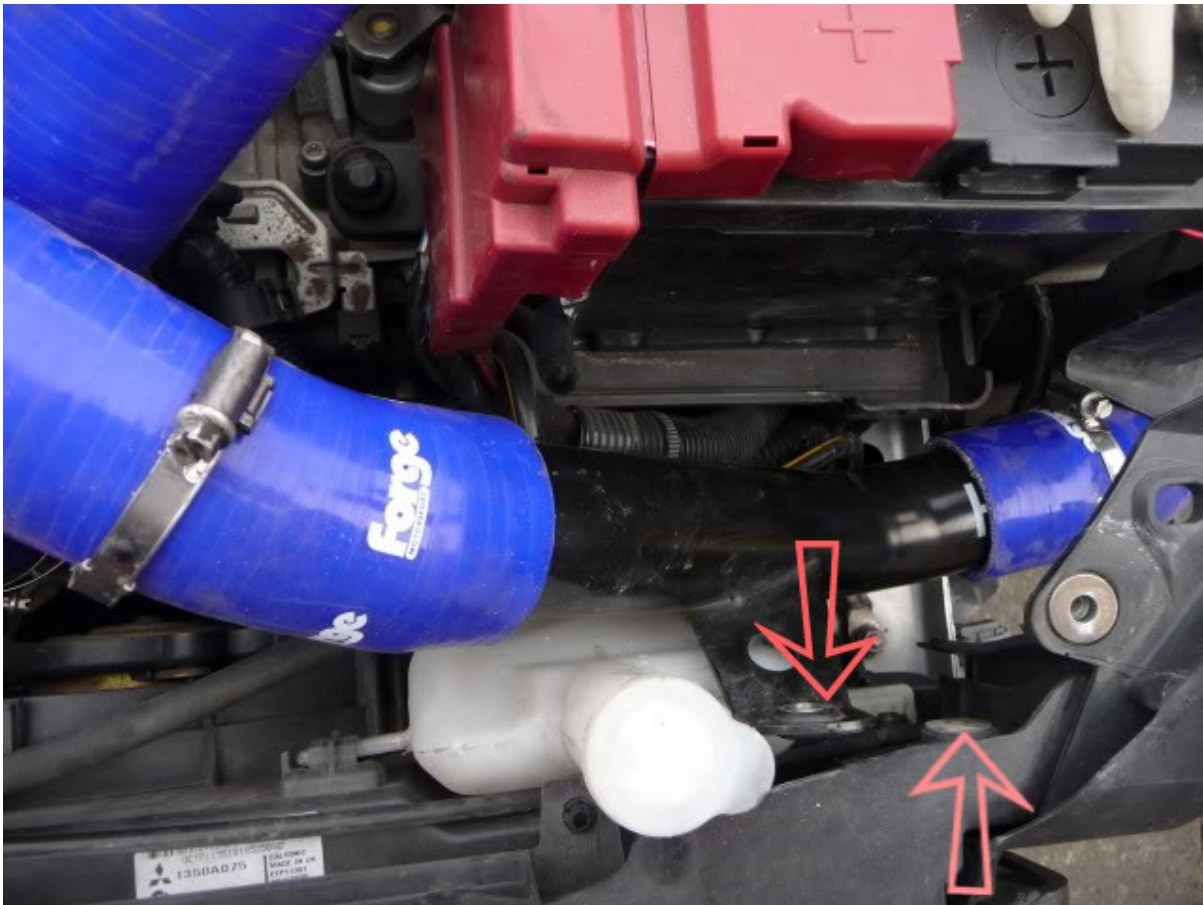


9) Now this is the point where we need to do some little modifications.....!!

The pipe that comes off the top of the intercooler is longer than the standard pipe but the next pipe along is shorter (**do not trim them**). What you need to do is remove the hard black connecting pipe from the bodywork. Fit the top intercooler pipe first.....it feeds up and under the headlight unit on passenger side of the car.



Then you can fit the black hard pipe to it (without re-mounting it to the body work) and then fit the next pipe onto it to make the now shorter connection.



...if you look at the mount now, you can see it is about 2inches to the left of where it should be... the second mount (battery side) now interferes with the black plastic air intake scoop, so you will need to hacksaw off that mount if you want to refit the scoop so that it all sits right...

10) That should be all the pipes fitted now.....



All that remains is to fit the s-shaped pipe OVER THE TOP of the black foam pipe and re-fit !!

Now the 'S'-shaped pipe is a totally different shape to that of the BRAB one, so you need to trim off the bottom curve so it fits !! Use lots of washing up liquid to slide it over and reconnect between them.



11) The Turbo Heat Shield is simple to install, and fits by using the bracket supplied and attaching

it using the original fittings, but then requires some bolts to be purchased to fit the cover to the bracket. 🛠️



Hope that makes sense.....its late and I can't remember what I was doing. 😊

This is it all in place.....



...and prepare for some pain!!



JJ (James Morris)