

# Baski Speedworks

## F10 N63TU 550i Intake Installation Instructions



1. Remove old intakes and inlets

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2. Use the provided template to mark and cut (carefully using a sharp utility knife or similar) the plastic cowling on the sides of the radiator for the intakes to pass through:



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3. Using the provided grease (Super Lube), grease the inside of the inlet where the intake and its O-ring will be inserted:



4. Grease the inside of the end of the long intake section where the filter adapter and its O-ring will be inserted
5. Install the long intake sections (you shouldn't have to force them - wiggling usually gets them in place with minimal effort)
6. Install the inlets (turn the ends up and rotate them back down as you install them, working the PCV connections at the same time). Make sure to use the provided inlet gaskets, they are sized specifically for these inlets.

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7. Install the filter adapters and secure with M6 bolts (they don't need to be very tight):



8. Connect the long sections to the inlets using the tension clamps
9. Put the filter covers over the filters and attach them to the intake filter adapters
10. Grease the inside of the MAF housings, install the MAFs, and secure with M5 bolts (if running MAFless, install the MAF block-off plates instead)
11. Optionally secure the inlets to the turbos with M6 bolts (the inlets won't really come out on their own, so the bolts are optional, especially since they can be difficult to install and are easily dropped into the V8 abyss...)
12. Request a tune revision to update the MAF calibration tables in your map (or run MAFless, which doesn't require any tuning changes, though the car will have a permanent CEL). If using a tuner other than Baski Speedworks, request your tuner email [mark@baskispeedworks.com](mailto:mark@baskispeedworks.com) for the tables.