

N54 Aluminum Outlet install tips



Thank you for your purchase of the VTT BMW N54 Aluminum Outlet! 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 Aluminum Outlet (varies by model)
- 2 – O-rings (Stock Frame only)
- 2 – Liner Clamps (GC Version only)
- 1 – Heat Sleeve 6" Long



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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 VTT aluminum outlet 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 outlet you are replacing.
2. The front connection can be easily removed once the fan is out of the way.
3. For the stock rear connection, you may need to remove multiple pieces to gain access to the clamp.
4. Once the outlet you are replacing is out, It's time to start installing the new one.
5. Take the 6" heat sleeve, slide it over the rear connection, center it on the silicone flex coupler, now fold so its tight on the silicone, and slide the edge that is folded down into where the two pipes meet. This will slide in tight, and hold the heat sleeve from moving, and protect it from heat.
6. For stock frame outlet. These now seal on the flat area of the flange, NOT inside. This eliminates the 1" stock opening which is very restrictive. First thing is to make sure the flanges are flat, and free of any burrs, if there is anything that will stop the outlet from sitting flat the o-ring will not seal, and you will have a boost leak. Take a fine file or similar and clean any burrs or high spots if present
7. Once all flanges are checked. It is best to position the rear connection in place leaving the clamp slightly loose. This will hold it in place as you position the front connection. It may require a little flex in the center coupler to get both connections secured.
8. Once you have the connections positioned where you want them, **MAKE SURE THE ADAPTERS ARE COMPLETELY CENTERED ON THE TURBO OUTLETS**, and then tighten the clamps down. Failure to center the adapters can result in boost leaking past the O-ring, and or damaged O-rings.
9. For GC Outlets it is a similar process, except it's a little easier, simply slide the rear hose connection on, and leave the clamp loose, do the same for the front, tighten the two liner clamps. Note: Make sure the hose is all the way down, and the clamp is **BEHIND** the bead roll to keep the hose on.
10. The Outlet is now connected to the turbos, simply use the hose that was connecting the stock outlet to the intercooler to connect the new VTT outlet, you are finished. You are now ready for the outlet to give you the extra flow you have been looking for!
11. Now reassemble everything in reverse of removal using factory torque specs, and you are done!
12. Go out and enjoy your new found boost and power with your VTT N54 aluminum outlet kit!

