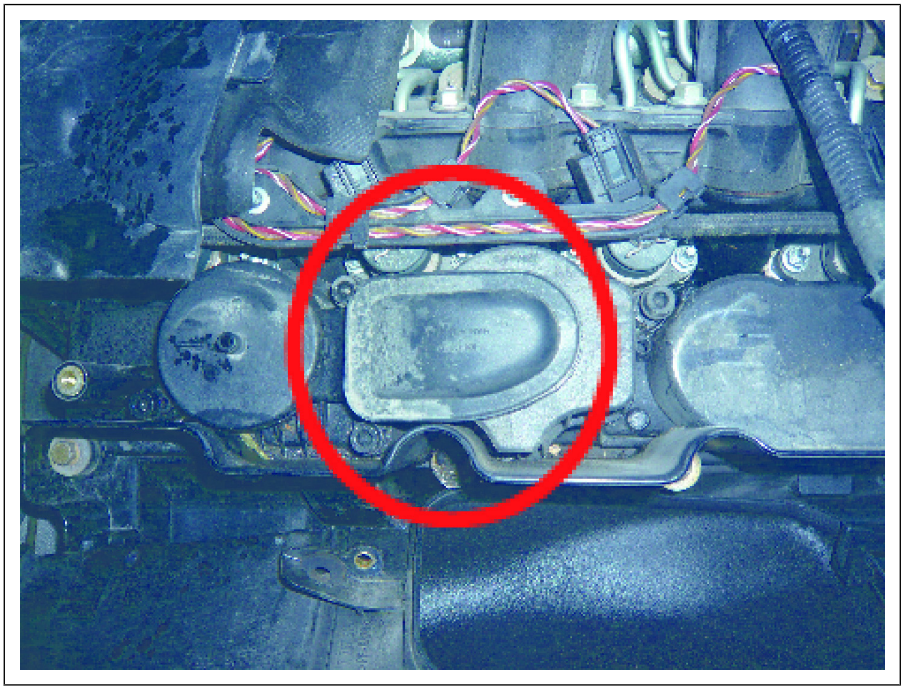
Turbo Replacement

EQUIPMENT: HRX110, HRX119, HRX123, HRX136, HRX140, HRX153, HRX204, HRX205, HRX208, HRX209, HRX213, HRX227, HRX503

SUBJECT: Fitting Instructions BMW M47

1. REPLACEMENT OF BMW M47 TURBO

In the case of BMW M47 engines, premature turbocharger failure can be caused by a blocked or failed engine breather/filter assembly causing increased crankcase pressure, and a resulting restriction to the return of oil from the turbocharger.



Upon replacing the turbocharger, the engine breather/filter MUST be checked and cleaned, or replaced where necessary. Note that the manufacturer has superseded the original foam filter assembly with an oil-mist condenser unit (BMW kit number 11127799225).

Additional cases of turbo failure have been caused by foreign object impact from exhaust manifold residue. When a turbocharger replacement is necessary as a result of a failure by foreign object

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impact, be sure to inspect the exhaust manifold and downpipe for damage which may result in further turbocharger failure.

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Swirl Flap Fault

It is possible on M47 engines for the fasteners securing the inlet manifold swirl flaps (pictured) to become insecure, and possibly drop into the engine and turbocharger.



This WILL result in immediate and total failure of the engine and/or turbocharger.

If a turbocharger failure has occurred due to foreign object impact, the inlet manifold MUST be removed and inspected for signs of swirl flap failure. Be sure to check the condition of each swirl flap and it's respective fasteners (2 screws on each swirl flap) prior to replacing the turbo.

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