



BMS AMG C63/C63S/GLC63 M177 Intake Install Guide

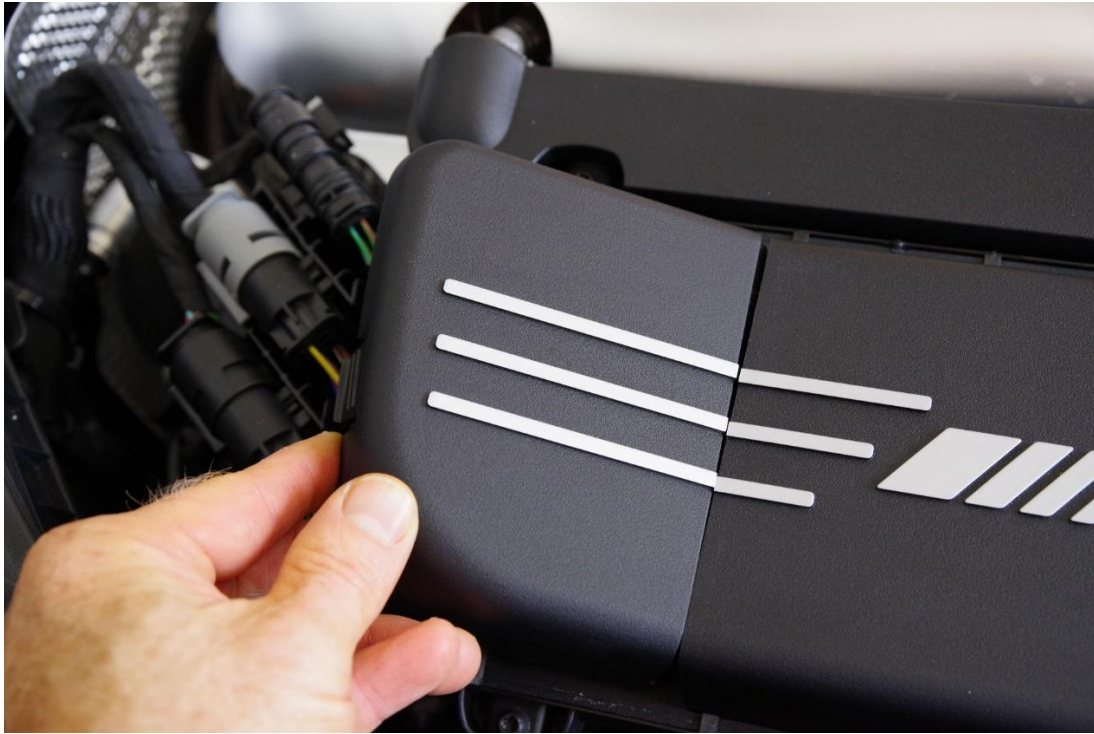
Last updated 10/1/2019

Use subject to terms and conditions posted at <http://www.burgertuning.com/terms.htm>

THIS PART IS LEGAL FOR USE ONLY IN COMPETITION RACING VEHICLES AS DEFINED UNDER CALIFORNIA LAW, AND IS NOT LEGAL FOR USE IN ANY OTHER MOTOR VEHICLE. California law defines a "racing vehicle" as "a competition vehicle not used on public highways." (Calif. Health & Safety Code 39048) This part may only be used on competition racing vehicles operated exclusively on a closed course in conjunction with a sanctioned racing event. Competition-only motor vehicles may not be driven to a racing event on a public highway and must be transported on a trailer or other carrier. USE OF THIS PART IN ANY OTHER VEHICLE MAY SUBJECT YOU TO FINES AND PENALTIES FOR VIOLATION OF FEDERAL AND/OR STATE LAW, WILL VOID YOUR WARRANTY FROM BURGER MOTORSPORTS, INC, AND CAN VOID YOUR VEHICLE'S WARRANTY. It is your responsibility to comply with all applicable federal and state laws relating to use of this part, and Burger Motorsports, Inc hereby disclaims any liability resulting from the failure to use this part in compliance with all applicable federal and state laws.



Making sure the vehicle is cooled off first, start by removing the covers at the rear of the factory airboxes as shown in the below photo. It is held on by a tab at the back of the cover.



Remove the sensor underneath the cover from the airbox by twisting the sensor while applying pressure. It can be removed when twisted at a specific angle. Repeat at both airboxes.



Using a pair of pliers, pinch the clamp holding the hose at the front of the airbox, then slide it back over the hose. Repeat at both sides.



Remove the decorative cover from the airbox by pulling up on the piece.



Loosen the four T25 fasteners at the perimeter of each airbox. You do not need to remove these entirely, they will remain captured when loosened.

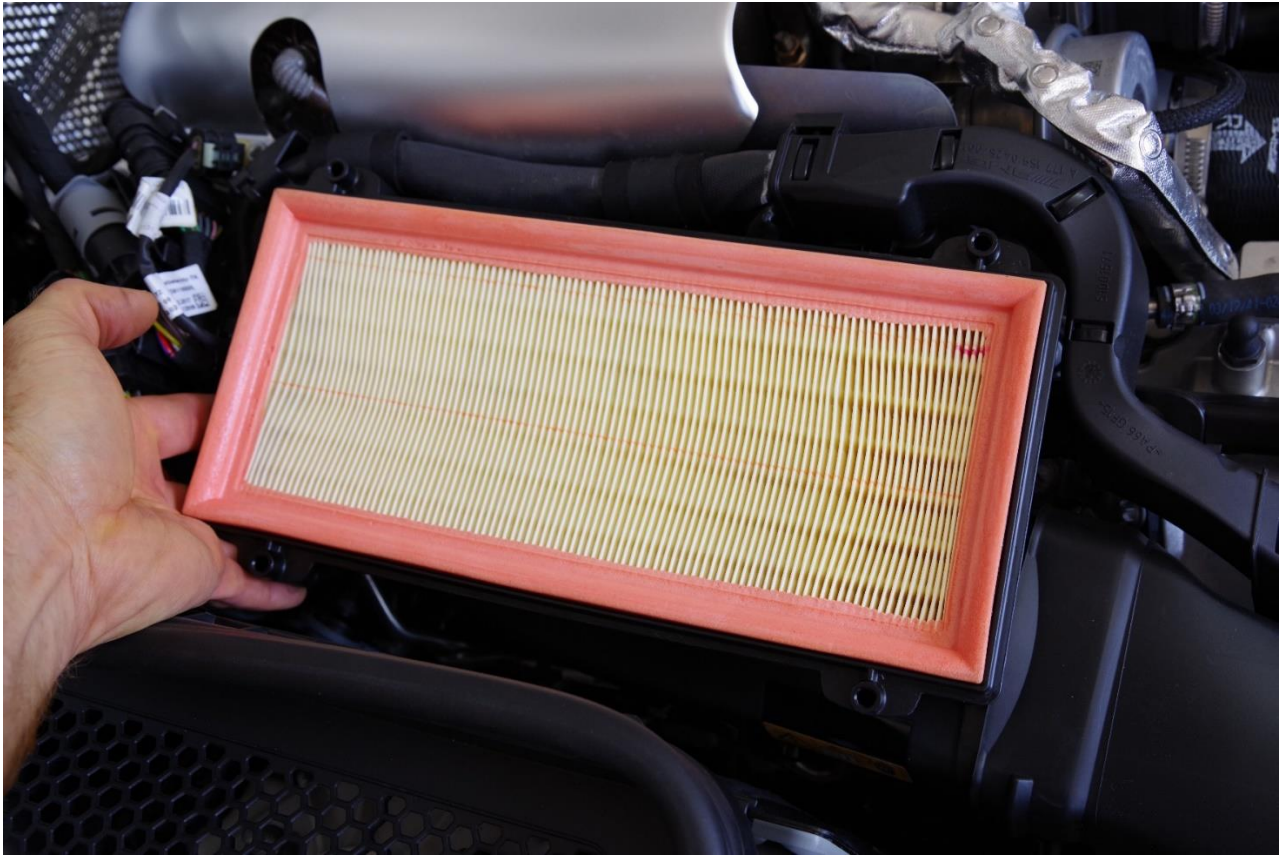
Using a 7mm socket, loosen the clamp at the turbocharger inlet. Repeat for both sides. You can now remove the airbox lid from the vehicle. Twist the lid up to release from the turbocharger and then carefully disconnect the hose at the front of the vehicle. Repeat for both sides, set the parts aside.



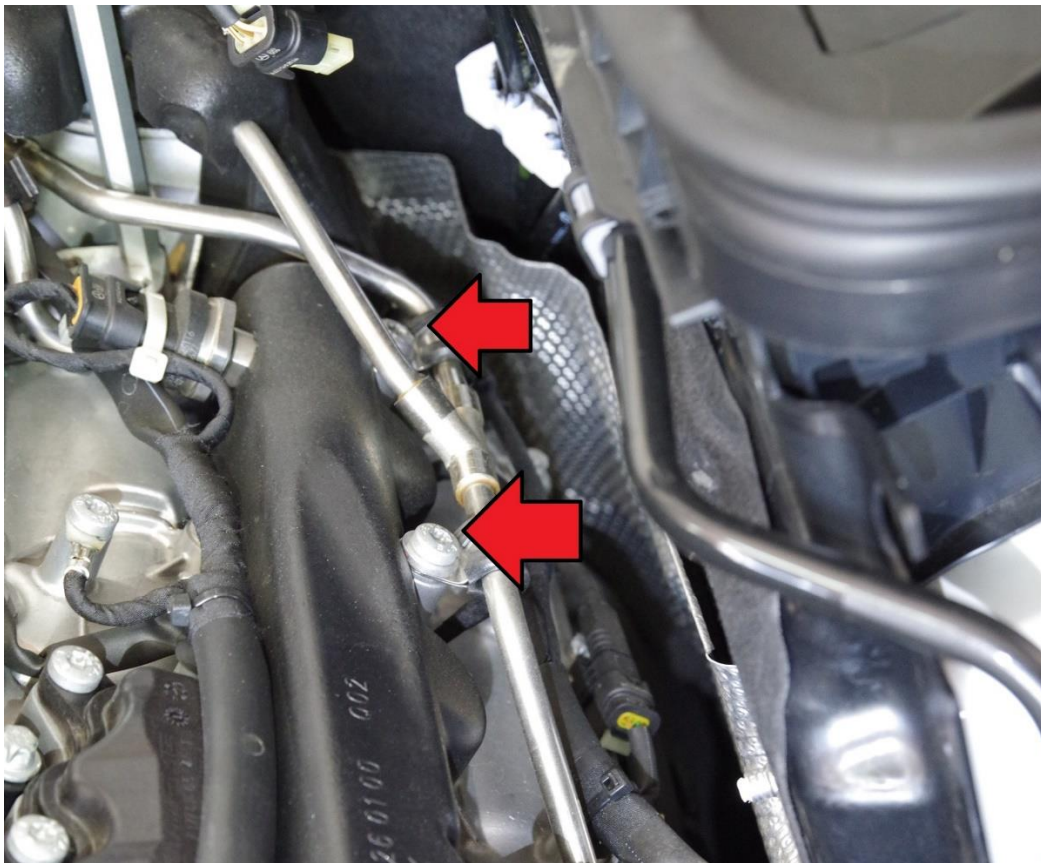
Disconnect the airbox inlets from the trim at the front of the vehicle using a trim tool or screwdriver, or by pressing on the tabs with your fingers. Repeat for both sides.



The lower airboxes can be removed by pulling up as shown.



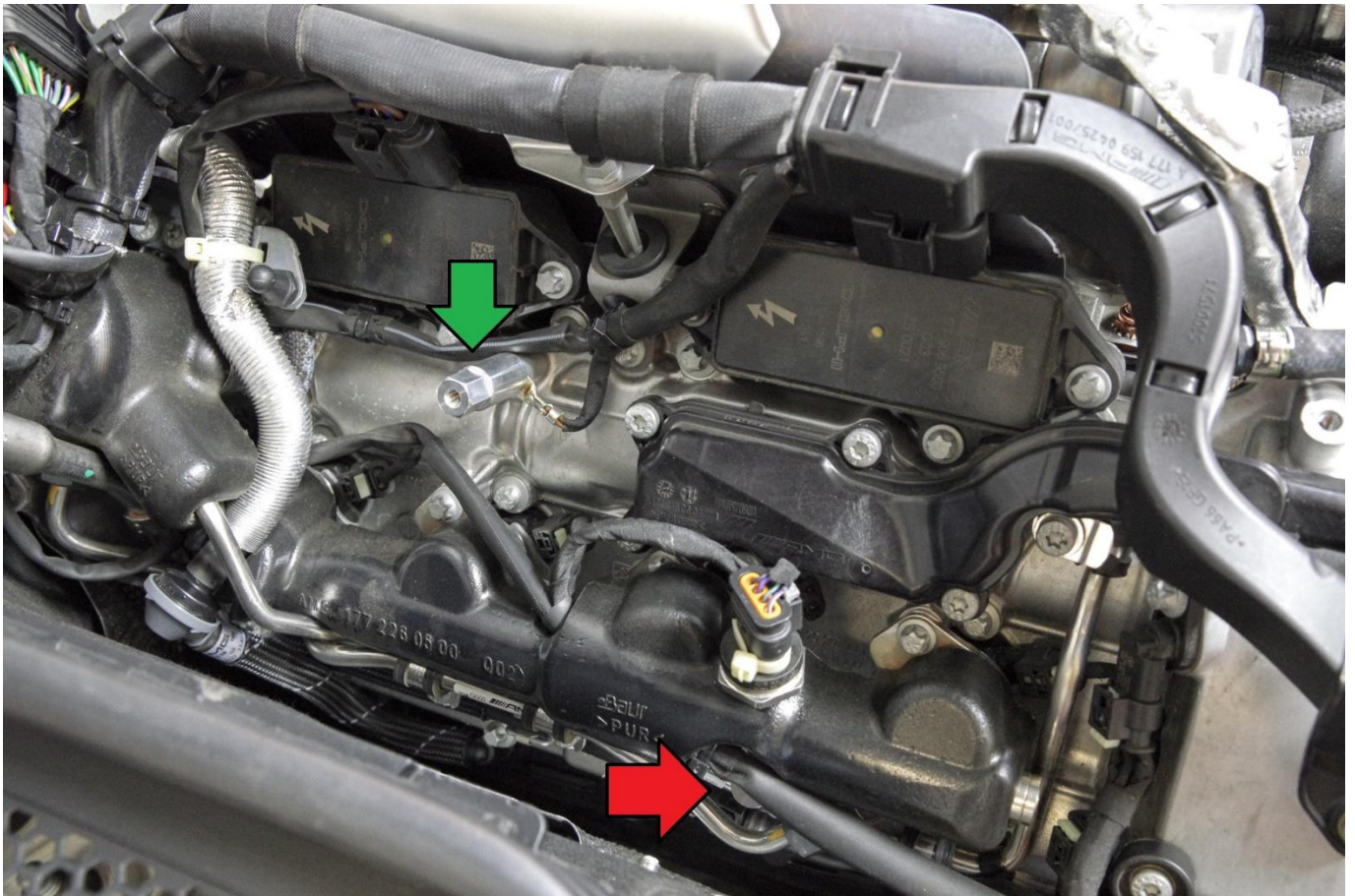
Remove the two fasteners holding the metal rail on the driver's side of the engine (LHD vehicles). These will be reused elsewhere later in the install.



Attach the factory intake inlet to the driver's side heat shield and install as shown using the provided Allen key fasteners.



Passenger side (LHD): Remove the factory intake standoff in the location of the red arrow. Save this in case you want to reinstall the factory intake later. Remove the fastener in the location of the green arrow, then install the provided standoff as shown.



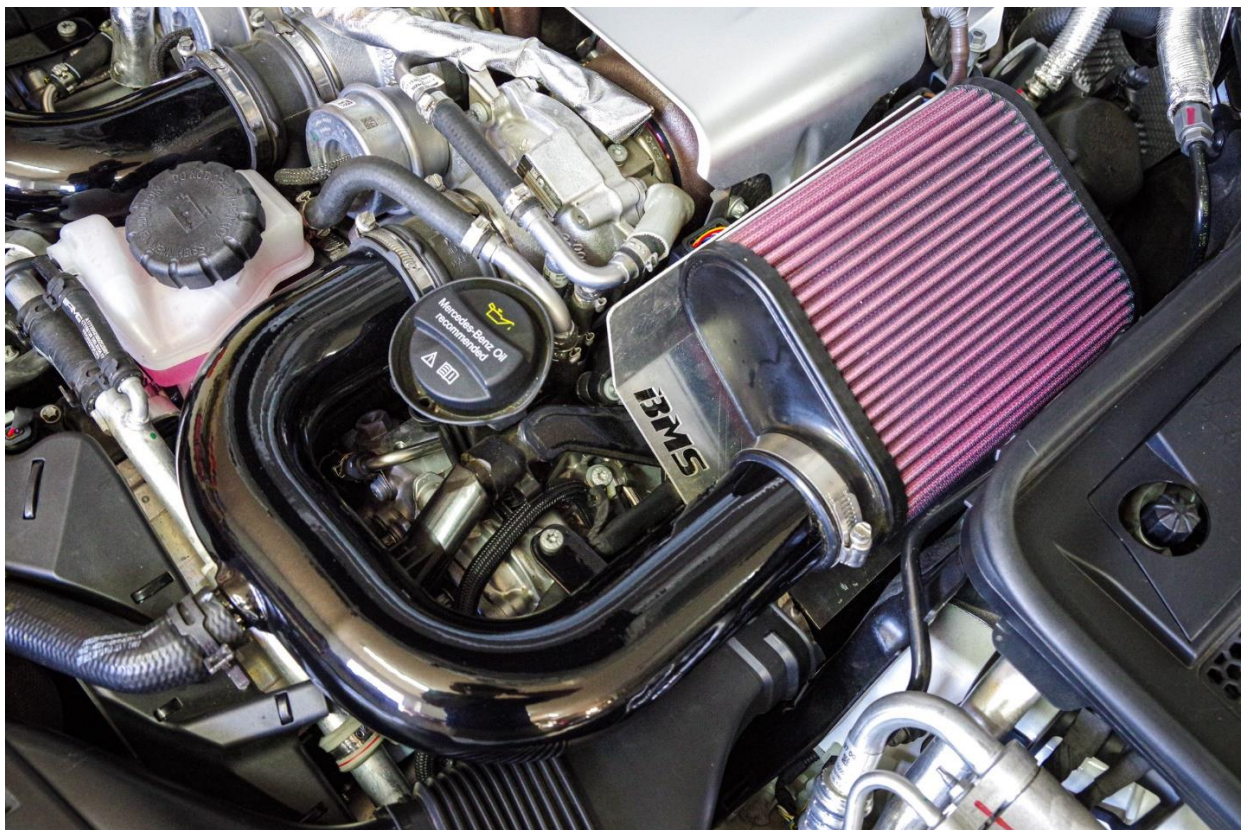
Place the passenger side intake inlet to the heat shield and install using the fastener you removed in the previous step.



Remove the factory intake standoffs at the locations shown. Save these in case you want to reinstall the factory intake later.



Install the filter to the intake tube loosely and place on the vehicle as shown, using the fasteners removed from the driver's side metal rail earlier in the install to secure the tubes. Attach the diverter valve hoses at the front. Repeat at both sides of the vehicle. Install the air filter sensor to the back of each filter by spinning it until it inserts into the hole. Turn slightly to secure.



With filters aligned, tighten the clamps at the air filters and turbocharger inlets. Make sure the diverter valve hose is secured with the clamp. Install is complete.