

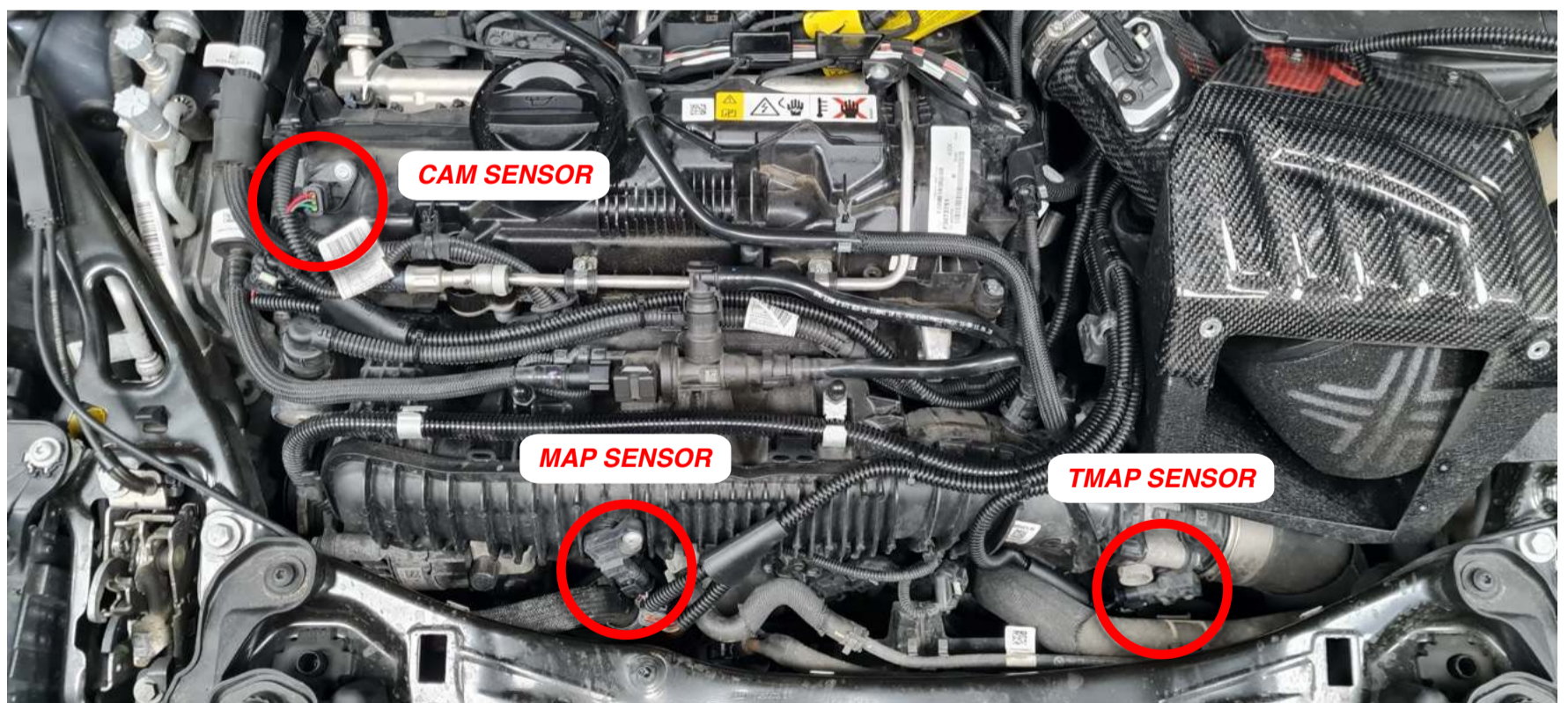
## VEHICLE PERFORMANCE CENTRE

# BMW B48 STRAT-2 INSTALLATION MANUAL

Before disconnecting any sensors, it is recommended that the car is left for 5 minutes with the key removed and the dash off to allow all modules to go to sleep. While no damage can be caused by disconnecting the sensors while the ECU is powered on it will bring up fault codes which may need a code scanner to remove them.

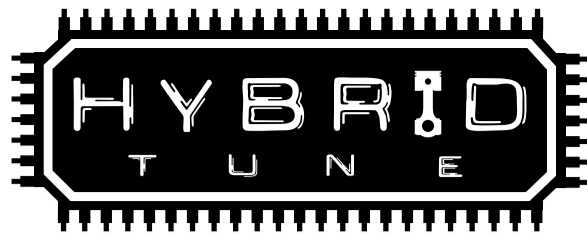
### USE OF 99 OCTANE FUEL HIGHLY RECOMMENDED

**1.** Disconnect the connectors for CAM, MAP and TMAP sensors. Then connect the Strat-2 wiring harness connections matching the identification on the wiring loom. *See picture 1*



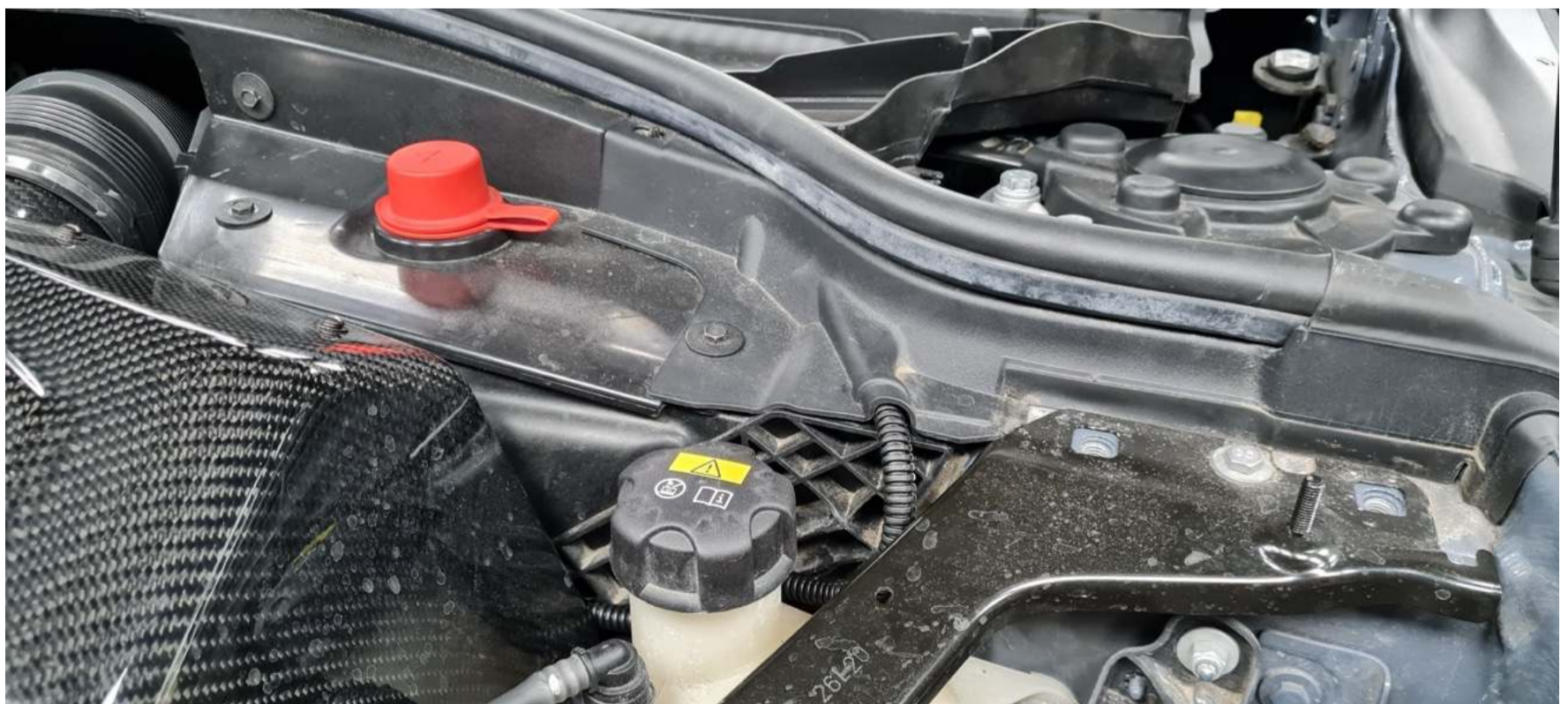
*picture 1*

**2.** Cable tie the wiring loom as to not cause any strain on the OEM or Strat-2 wiring. Please also ensure the wiring loom isn't in any position where the fan can damage the loom.



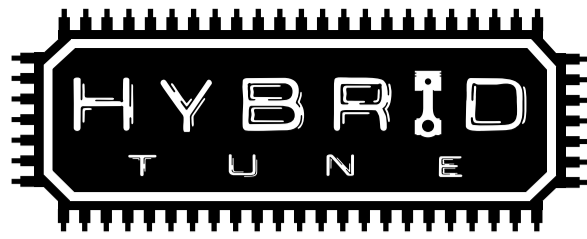
## VEHICLE PERFORMANCE CENTRE

**3.** Route the wiring loom into a position where the Strat-2 module can be mounted securely. See pictures 2 and 3 for recommendation.



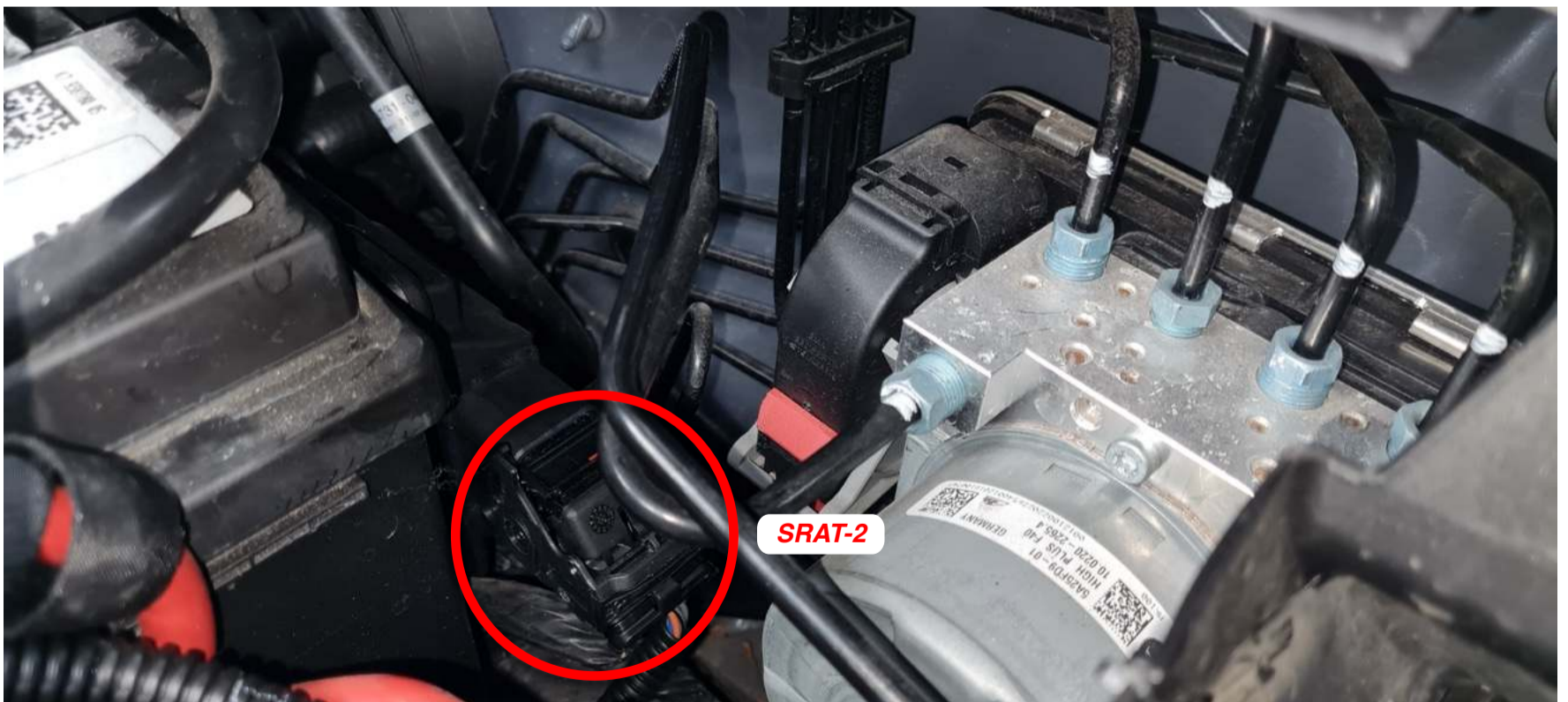
**picture 2 & 3**

(This gap for the loom may not exist on some models, so find an alternative route, or fit to the battery cover)



## VEHICLE PERFORMANCE CENTRE

**4.** Fit the Strat-2 module securely with either cable ties or Dual Lock. See Pictures 4 & 5.



***Pictures 4 and 5 (Strat-2 fitted to the back of battery using Dual Lock)***

**5.** Double-check the connections, if all is okay then fire the engine up and enjoy the extra power and torque. Please allow 5-10 miles for the car to adapt to a change in boost pressure, during this period you may experience some slight hesitation when building boost pressure.