



BMW N74 Performance Module Installation Instructions

Introducing the Turner Performance Module! This tuning module plugs in ahead of the engine computer on the wiring harness. It's not the run-of-the-mill 'piggy-back' style upgrades you find for less. Inside our module is a sophisticated control unit that is designed to complement and work with the factory ECU. The maps and algorithms within the control unit have been optimized for the N74 engine, sending revised fuel and ignition parameters to the stock ECU to control boost depending on load, engine speed, and other factors. Our control unit integrates seamlessly to extract more power and torque without faults and errors - just smooth power and torque. The harness has factory-style weather-proof plugs to connect in-line with each boost pressure sensor on the engine. All of the factory safeguards remain in place, including overload protection and warm-up protocols to preserve longevity and factory drive-ability, and this type of system is unaffected by factory BMW updates and service.

If you're looking for a substantial bump in power output, with minimal downtime for installation, full serviceability, and can be easily reverted back to stock, then the Turner Performance Module is unbeatable!

Installation time: ½ hour



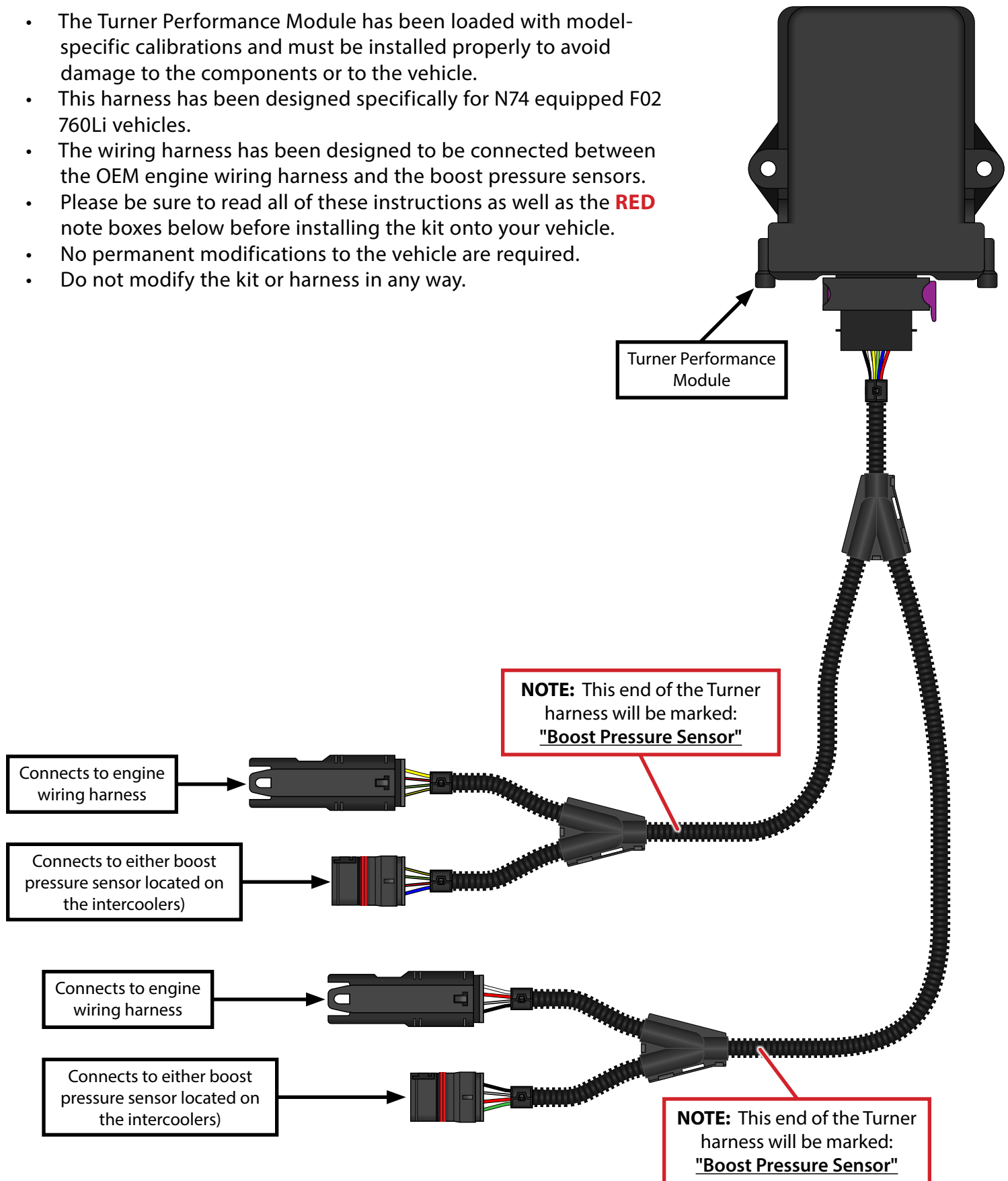
These installation instructions have been broken up into several sections:

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| 3) Installation Instructions | (Page 4) |
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Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

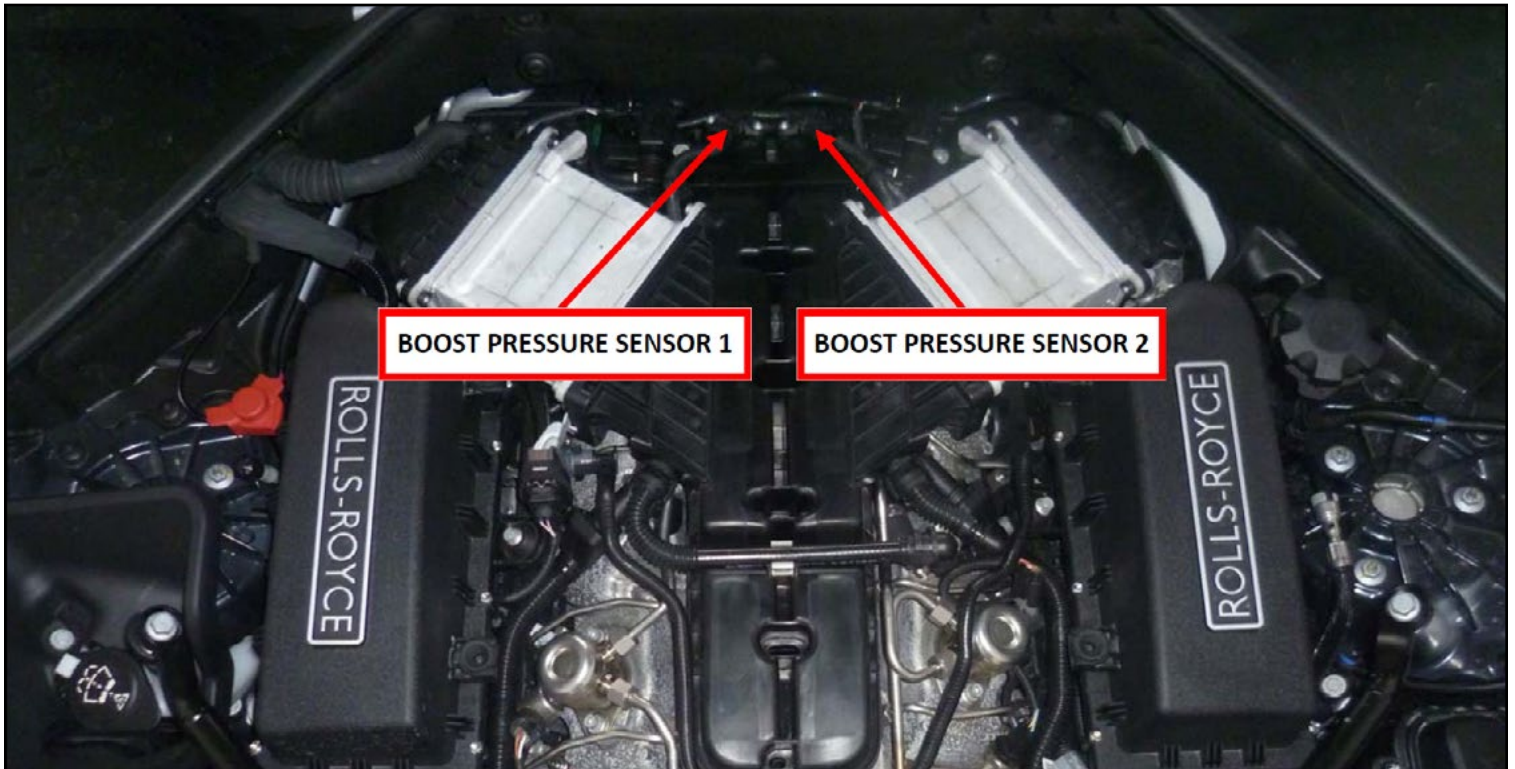
Section 1: Introduction

- The Turner Performance Module has been loaded with model-specific calibrations and must be installed properly to avoid damage to the components or to the vehicle.
- This harness has been designed specifically for N74 equipped F02 760Li vehicles.
- The wiring harness has been designed to be connected between the OEM engine wiring harness and the boost pressure sensors.
- Please be sure to read all of these instructions as well as the **RED** note boxes below before installing the kit onto your vehicle.
- No permanent modifications to the vehicle are required.
- Do not modify the kit or harness in any way.



Section 2: Installation Overview

- We will not be showing a specific mounting location for the Turner Performance Module in these instructions, you can choose any suitable location (one option would be in the empty space underneath the rain tray cover).
- When selecting a mounting location for the module, be sure that the answers to the following questions are **YES**:
 - Will the module be easily accessible if you want to install the valet plug and bypass the module? (more information on the valet plug can be found on Page 6).
 - Will the module be adequately protected from water, surrounding components, or anything else which could damage it?
 - Can the wiring harness be safely routed to this location without stretching it, or modifying it in any way?
- Reference the photo below for component locations, then proceed to the next page for installation instructions.



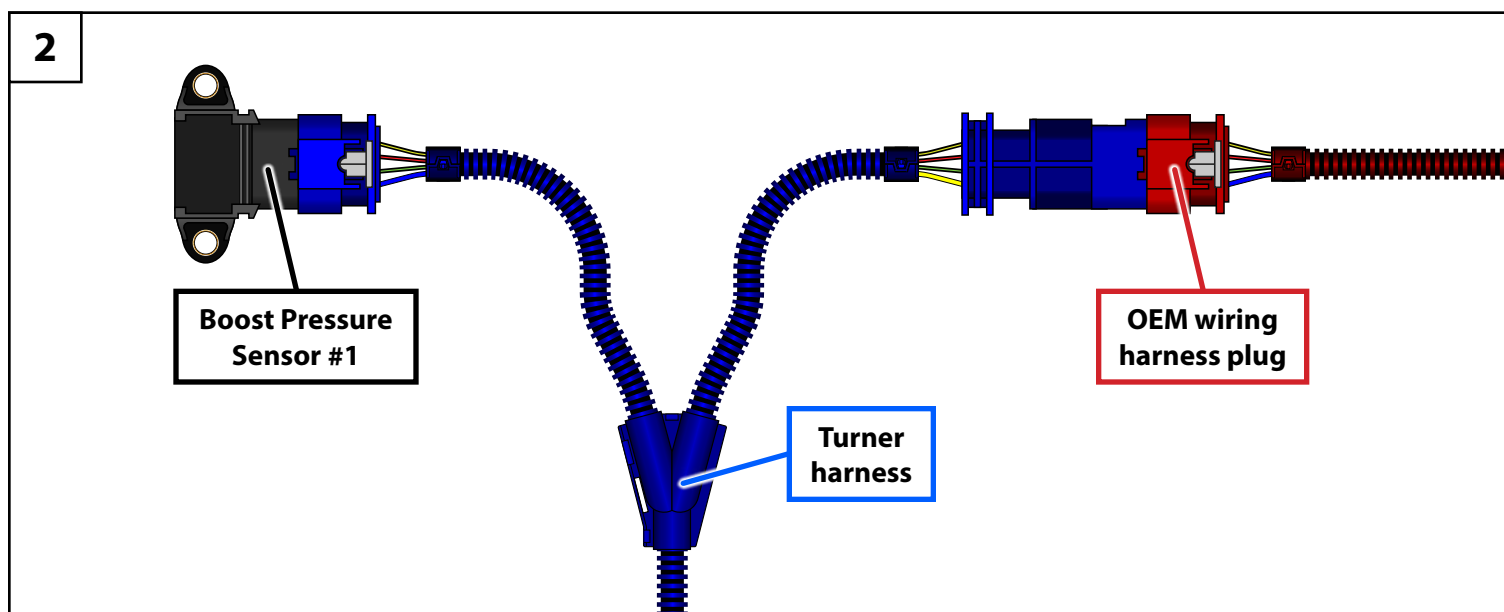
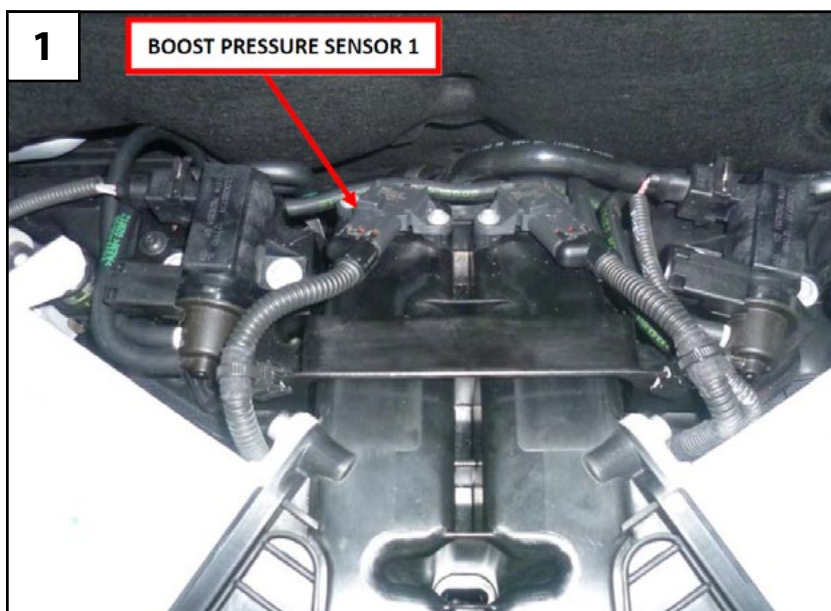
Section 3: Installation Instructions

Step 1

- Turn the ignition off and remove the key from the dash.
- Disconnect the negative (-) battery terminal.
- Wait for the engine to cool down.
- Select a mounting location for the Turner Performance Module.
- Locate boost pressure sensor #1 on the RH bank intercooler.

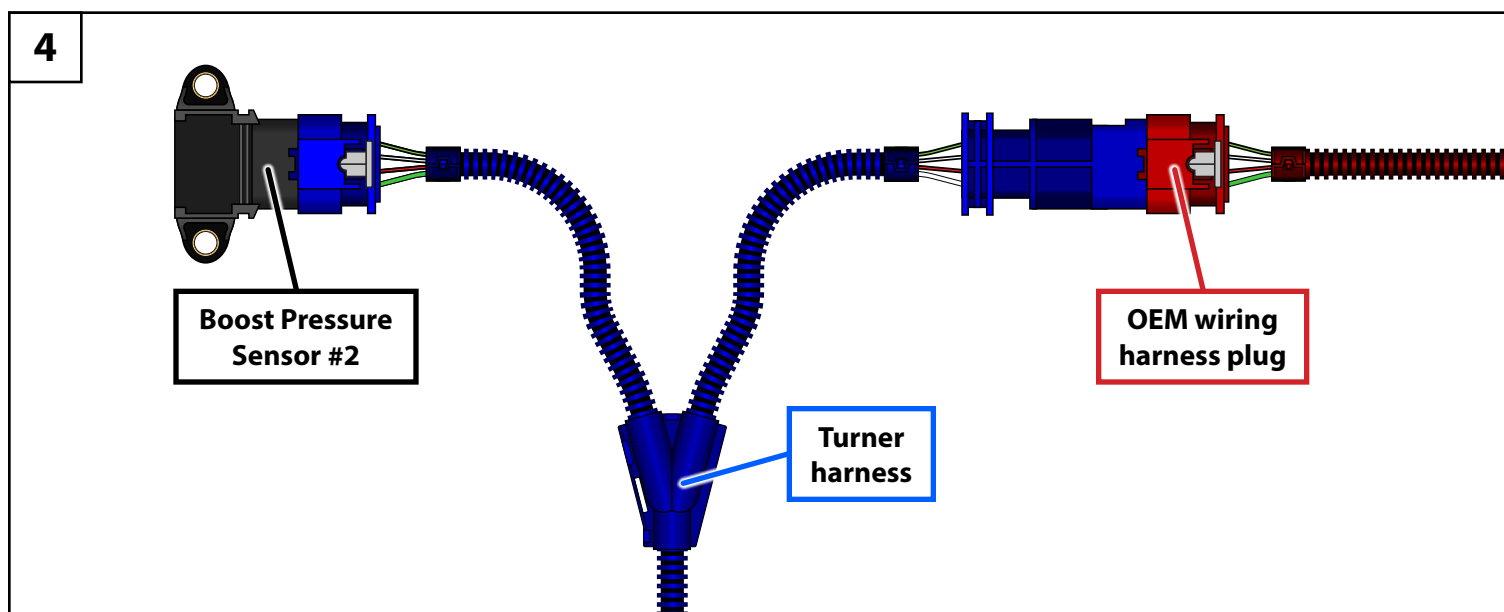
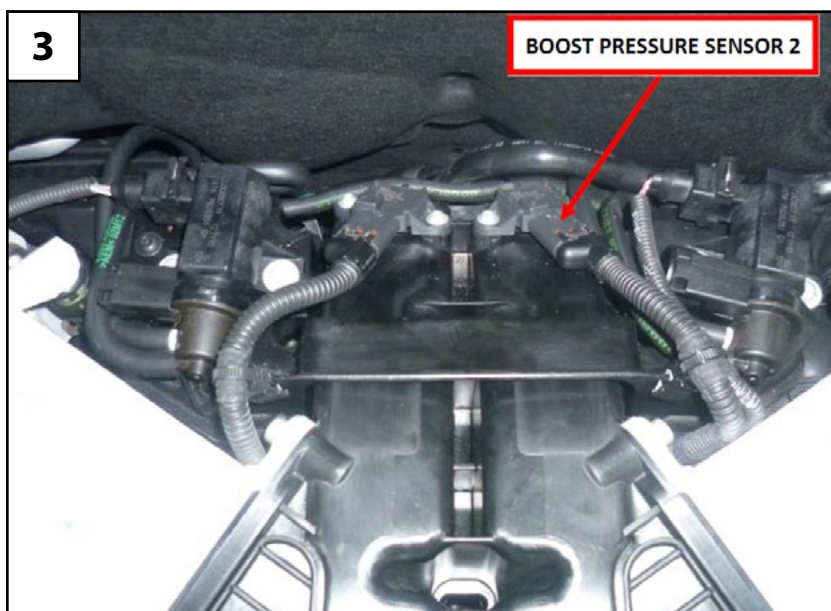
Step 2

- Release and disconnect the OEM wiring harness plug from boost pressure sensor #1.
- Connect the OEM wiring harness plug (**RED**) to the Turner harness (**BLUE**).
 - Both wire leads will be marked "boost pressure sensor", either one can be used for this sensor.
- Connect the Turner harness (**BLUE**) to boost pressure sensor #1.



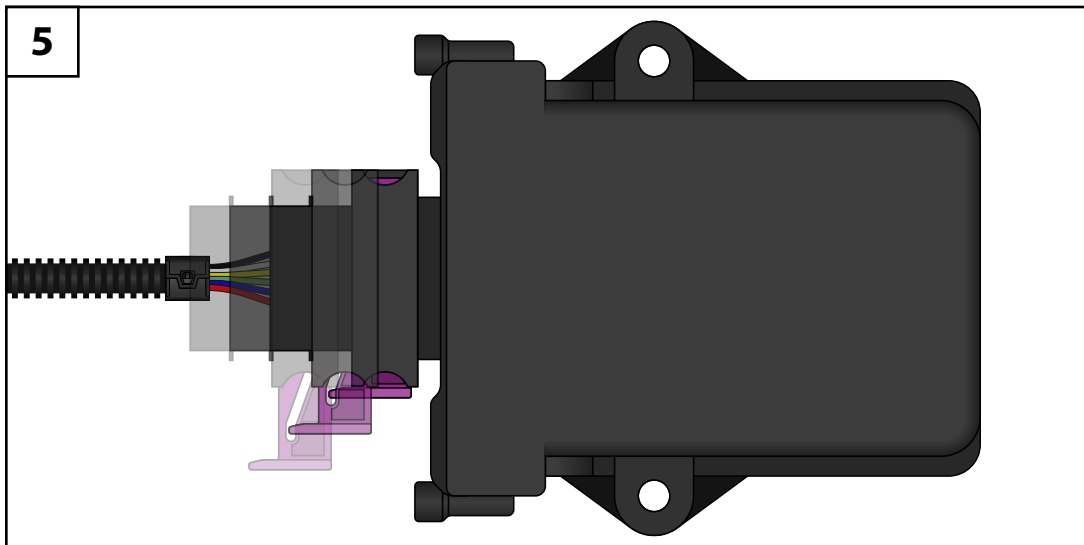
Section 3: Installation Instructions

- Step 3**
- Locate boost pressure sensor #2 on the LH bank intercooler.
- Step 4**
- Release and disconnect the OEM wiring harness plug from boost pressure sensor #2.
 - Connect the OEM wiring harness plug (**RED**) to the Turner harness (**BLUE**).
 - Both wire leads will be marked "boost pressure sensor", either one can be used for this sensor.
 - Connect the Turner harness (**BLUE**) to boost pressure sensor #2.



Section 3: Installation Instructions

- Step 5**
- Extend the purple sliding lock on the large plug of the Turner harness, then start to slide it into the Module (the connector will only go in one way).
 - Next, push on the purple lock to secure the plug to the Module. The connector should slide onto the Module as you push the purple lock inward. The connector and the purple lock should both fully seat at the same time.
 - Double check all of your connections.
 - Reinstall any components that you removed or loosened in the reverse order of removal.
 - Check that the harness is secured out of the way of any moving or hot components.
 - Enjoy your new power responsibly.



Section 4: Valet Connector Operation

- Step 1**
- The Valet connector is used to bypass the tuning module and revert the tuning back to stock. With the Valet plug installed the ECU will use the stock maps instead of getting modified data from the Turner module.
 - To use the Valet connector, unplug the Turner module from the wiring harness by releasing the purple sliding lock, then plug in the Valet connector to the harness and secure with the sliding lock.

