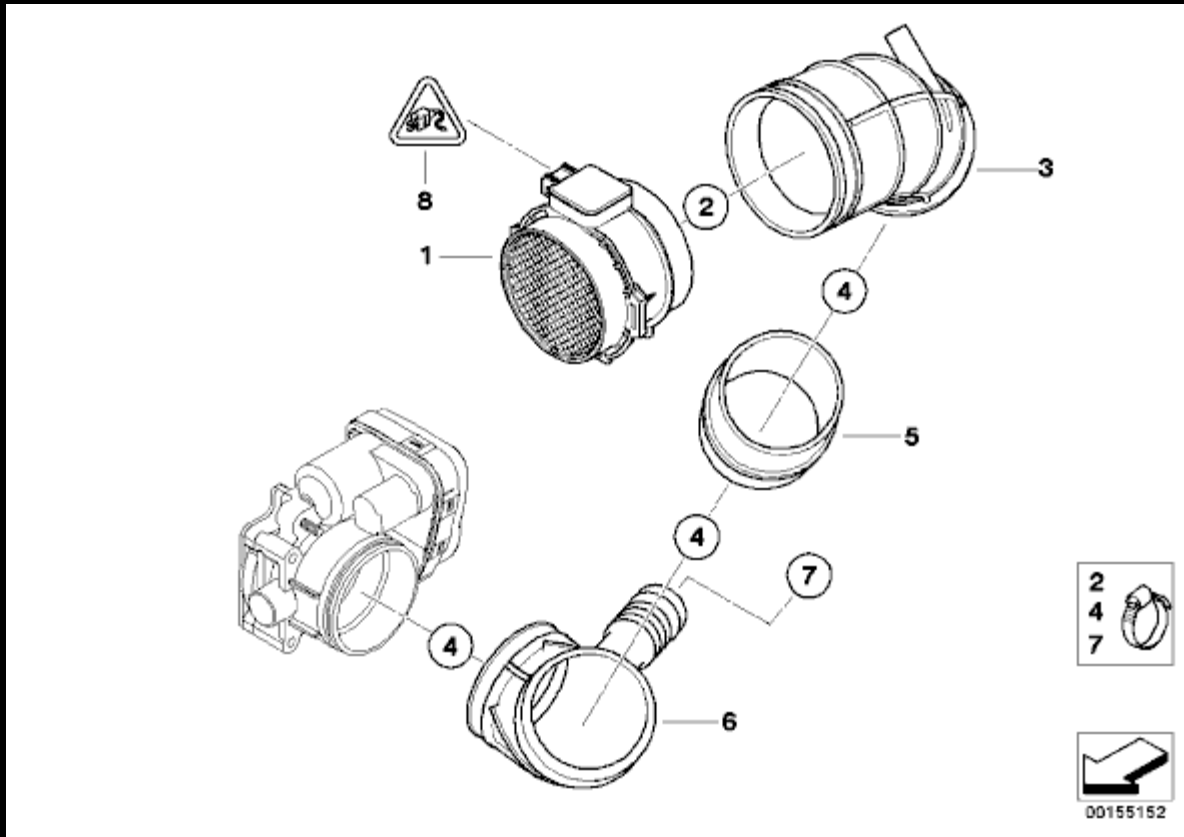


Intake Boot Replacement

The intake of the E46 after the MAF is composed from 2 rubber boots. Environmental conditions and engine heat usually create small cracks on the boot, specially on the inner one which secures on the intake manifold. A cracked boot can create a variety of problems such as poor performance, erratic idle, stalling, whistling noise under acceleration. Many of the problems are because more air is actually getting in the engine than the amount measured by the MAF. People may replace a perfectly working MAF (which costs \$\$\$) only to find out that it was not the culprit.

Parts Required (taken from realoem.com):



| No. | Description | Supplement | Qty | From | Up To | Part Number | Price | Notes |
|-----|-------------------------|------------|----------|------|----------------|--------------------|----------------|--------------|
| 01 | HOT-FILM AIR MASS METER | | 1 | | | 13621432356 | \$367.16 | |
| 02 | HOSE CLAMP | L83-90 | 1 | | | 07129952133 | | |
| 03 | RUBBER BOOT | | 1 | | | 13541705209 | \$15.62 | |
| 04 | HOSE CLAMP | L77-84 | 3 | | | 07129952131 | | |
| 05 | RUBBER BOOT | | 1 | | 04/2003 | 13541437191 | | ENDED |
| 05 | RING | | 1 | | | 13541435626 | \$1.40 | |
| 06 | RUBBER BOOT | | 1 | | 04/2003 | 13541437191 | | ENDED |
| 06 | TUBE ELBOW | | 1 | | | 13541435627 | \$12.16 | |
| 07 | HOSE CLAMP | L28-33 | 1 | | | 07129952113 | | |

Removal of the old rubber boots is pretty straight forward.

1. Remove airbox assembly and disconnect MAF plug
2. Remove MAF by unscrewing the hose clamp connecting it with the rubber boot (#3)
3. Disconnect the small pipe connecting on the first boot (Item #3)
4. Unscrew the next hose clamp and remove the first rubber boot
5. Take a short screw-driver and with great patience remove the hose clamp that holds the 2nd rubber boot on the intake manifold.
6. Installation is exactly the reverse of removal.

Total Time: 1 hour (45 minutes to remove the intake manifold <-> rubber boot hose clamp).