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# TECHNICAL REPORT

ASSEMBLY FIT PROCESS OF  
OIL FEED PIPE MINI COOPER S  
REF. OP10207



## REASON

Show the **complete assembly fit process of the oil feed pipe** ref: OP10207 which mounts in N14 and N18 MINI engines since 2006.

## DISASSEMBLY

- 1** Remove the **lambda probe** of the exhaust manifold, to be able to remove the upper thermal shield, fastened by 4 screws.

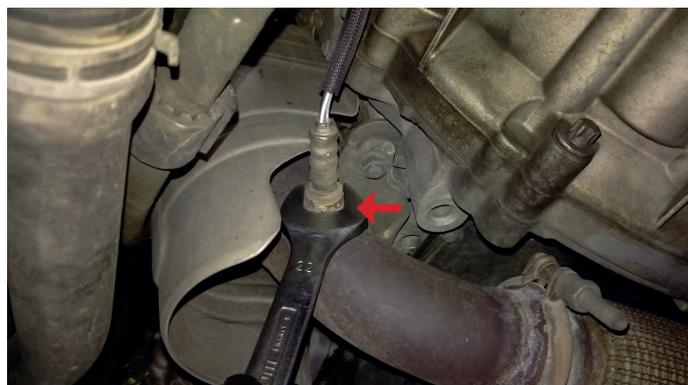
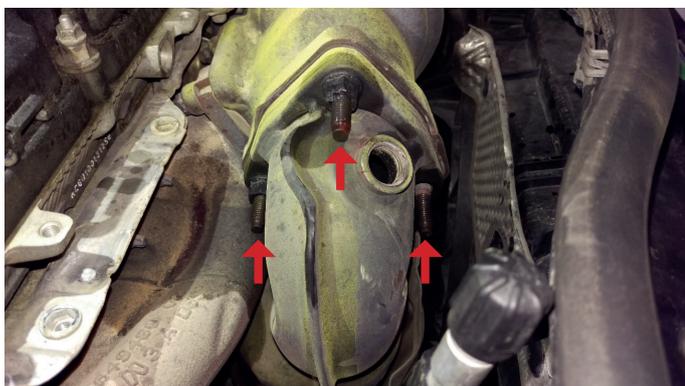
The oil feed pipe is dotated by a thermal shield on its top side. **Remove it to easily access the union** which connect to the turbocharger.



**3** Unscrew the **3 nuts** which connect the turbocharger to the catalytic converter and remove the bracket of the catalyst to the exhaust line.

**4** Remove the screws which holds the heat shield of the catalytic converter and **remove the second lambda** probe located on the bottom side of the catalyst.

**Don't remove the screen shield** because it will come out on the lower part of the engine at the same time as the catalytic converter.



**5** Remove the 4 nuts supported by the catalytic converter to the engine block and remove it from the bottom of the engine with the thermal shield.

**6** Remove the lower support of the turbocharger (hold by 2 screws) and the heat shield protector, attached to the block in its upper part with 2 screws.



## ASSEMBLY

**7** At this point, the lower banjo of the oil feed pipe is visible on the block with the engine lubrication system. We **unscrew the lower connection and proceed to remove** the oil feed pipe from the bottom of the turbo.

The **oil feed pipe must be installed in the lower part of the turbo**, introducing it between the turbo and engine block

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- 9** Between the turbocharger and the engine block we find a thermal screen that has a fin that protects the oil feed pipe from the heat emitted by the exhaust manifold. **During assembly, we must be sure that the oil feed pipe remains in the right direction of the fin.**

Once positioned, **place the top fitting connections with the turbocharger** (without applying the tightening torque), to subsequently place the lower fitting connection with the engine block. Use the supplied copper washers in both fittings, placing them on both sides of the banjo.



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Torque

Top Banjo: 3Kpm/30Nm  
Bot Banjo: 3Kpm/30Nm

For the assembly process of the rest of the components, **proceed in the reverse order of the disassembly process.**

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The assembly process has been recorded and uploaded to the YouTube channel of AJUSA, you can see it in the following link:

<https://www.youtube.com/watch?v=CHVwXjBNVGA>

