

### When replacing the large low-pressure stage, use the spacer ring from the old turbocharger

#### Introduction:

On the large low-pressure stage of the 2-stage turbocharger, a spacer ring is installed on the flange surface of the turbine housing to the exhaust manifold. This spacer ring has to be removed from the old turbocharger and inserted into the new charger.

#### Note:

The spacer ring can usually be easily removed from the old turbine housing, otherwise rust solvents must be used.

If the spacer ring is not installed, there will be a malfunction of the boost pressure control in the lower speed range, as the function of the exhaust gas throttle valve is not given.

The pneumatic actuator for controlling the exhaust gas control valve is unfortunately not included with these turbochargers. Setting values have to be requested from the vehicle manufacturer.

#### Instructions:

The spacer ring must be checked for damage such as cracks and distortion. If in doubt, this spacer ring must be replaced. It must currently be obtained from the vehicle manufacturer, BMW 11 65 8 509 820. When installing the large low-pressure stage, make sure that the spacer ring is fully seated in the turbine housing and does not fall out during handling in the vehicle.



**Vehicle Manufacturer:** BMW

**Vehicle:** 125 d (F20, F21) ; 225d (F22, F87) ; 325d (F30, F31, F34) ; 425d (F32, F82, F33, F83) ;  
525d (F10, F11) ; X1 125d (E84) ; X5 25d (F15, F85)

**Engine code:** N47 D20 D

**Validity:** This service information is valid for renewing the turbocharger with

**BTS reference:** T916574GR

**BTS-Service-Set-Nr:** T981607KPL

Please note: OE-references are only for means of comparison. The content of this Service Information is non-binding and is only for informational purposes. The manufacturer specifications have to be adhered to.