



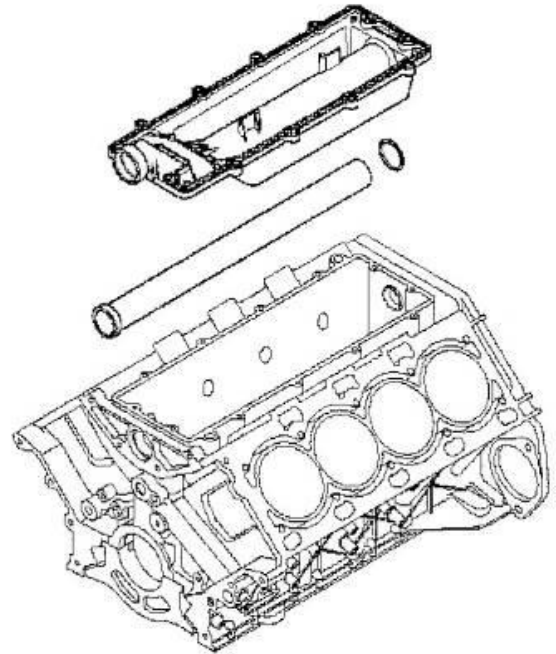
**URO Premium  
Unlimited Mileage  
Lifetime Warranty**

### Applications:

2004-2010 BMW 5-Series V8  
2004-2010 BMW 6-Series V8  
2002-2008 BMW 7-Series V8  
2004-2010 BMW X5 V8

### The Problem:

Late model BMW V8 models fitted with the N62 engine can suffer from a failure of the front seal of the water transfer feed pipe located under the intake valley pan gasket.



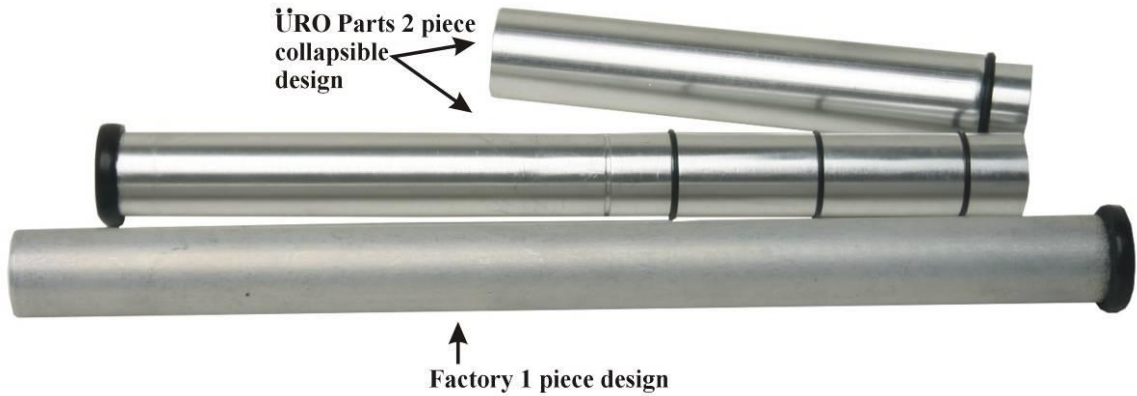
The original bonded seal fails primarily due to corrosion caused by an electro chemical reaction between the materials over time.

Symptoms will be a coolant leak coming from the 5mm weep hole in the front timing cover of the engine and eventual loss of coolant and over-heating.

The factory design is a long tube which can only be fitted from the front of the engine with the timing cover removed; a job that can cost upwards of \$10,000 and take over 20 hours of shop time.



Installation by a professional technician is recommended. Refer to the factory repair manual for vehicle-specific service procedures for this part. Tighten all hardware to factory torque specifications and observe all repair manual cautions and warnings. Use safety stands whenever beneath a vehicle and always wear protective eyewear.



The URO Parts designed water pipe collapses allowing the same repair to be completed without removing the timing cover, saving thousands in labor costs and many hours of down time.



### Repair Kit Contents:

#1 Front Inner Water Tube	(qty 1)
#2 Rear Outer Water Tube	(qty 1)
#3 (Deleted due to improved design)	
#4 Shims, 0.020"	(qty 3)
#5 Inner Tube O-Ring Seals	(qty 3)
#6 Rubber Grease Packet	(qty 1)
#7 Spirolux Locking Ring	(qty 1)
#8 Front Tube Seal	(qty 1)
#9 Rear Tube O-Ring Seal	(qty 1)



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## Recommended additional new parts (not included):

- Intake Valley Pan with Gasket
- Intake Manifold Gasket
- Water Pump
- Water Pump Gasket
- Water Pump O-ring
- Water Return Pipe

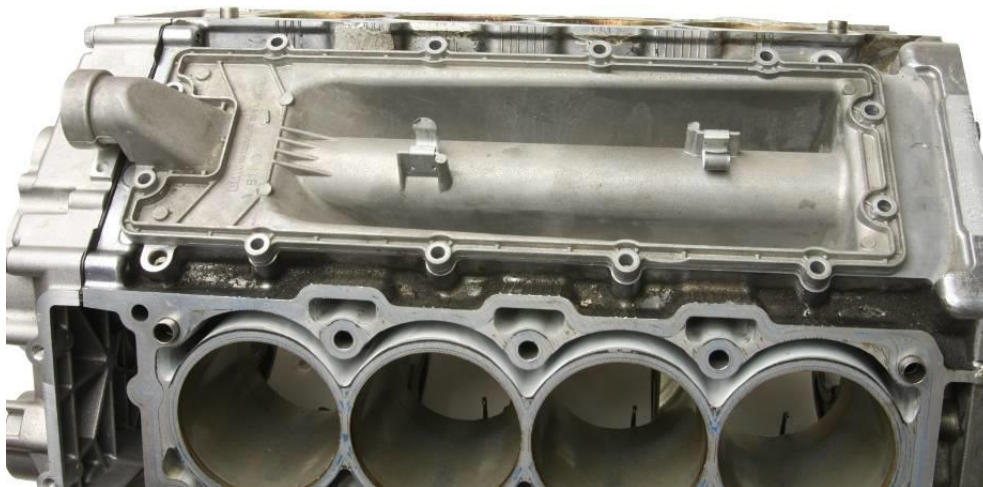
\*Note: Other parts may require replacement based on the tear down necessary to access the water pipe, see factory repair manual.

## Procedure:

The following is a guideline for installation of the kit and illustrations showing the basic steps. A trained technician following the factory workshop manual and repair procedures is recommended to properly complete this repair.

Note: All photos in this guide show a stripped engine block for the purpose of making the procedure easier to understand. Stripping the engine block is not required for the repair.

1. After draining the cooling system, remove the intake manifold and other related components to expose the intake valley pan.

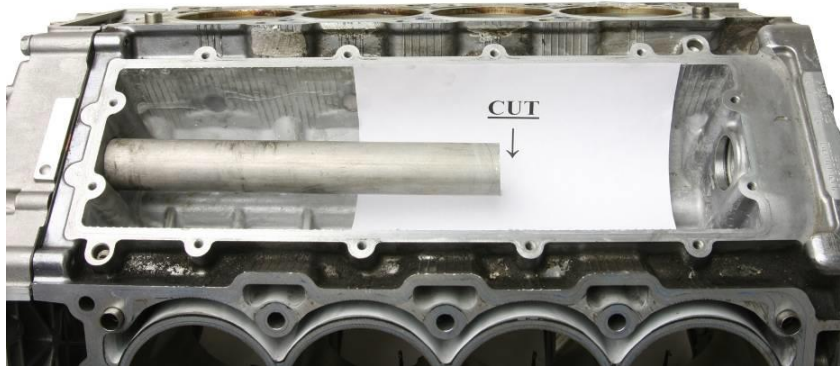


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2. Remove the intake pan so the factory one-piece coolant pipe is exposed.



3. The existing pipe can now be cut in the center with a small air saw or cut off wheel.\*



\*Important note: Care must be taken at all times to keep debris and cuttings out of the engine.

4. Remove the factory pipe in 2 pieces. The front will require some twisting or careful prying to break the bond of the front seal.



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5. Remove the remaining front seal material with a pick and wire brush, taking care not to scratch or damage the seal housing.



6. Remove the old rear o-ring seal, taking the same care.



7. Carefully clean front seal galley. Lubricate all sides of new front seal with provided grease.



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## Collapsible Coolant Transfer Pipe 11 14 1 439 975-PRM

8. Insert front seal (item #8) into housing, taking care to ensure the flat end of the seal faces the timing cover (forward).\* The tapered end should face the rear of the engine, so that the pipe can be smoothly inserted without catching on the lip of the seal.

**\* This is critical to a proper installation. If the seal is installed backwards, inserting the pipe can catch on the seal and push it out of position, creating a coolant leak.**

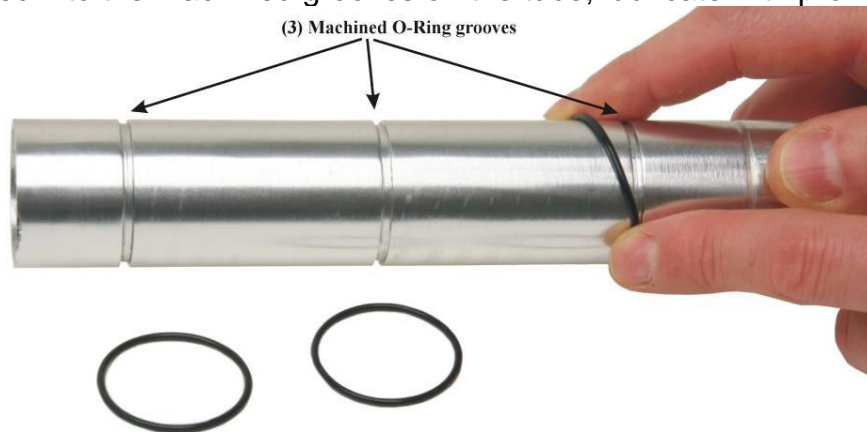


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9. Perform the same lubricating and fitting operation to the rear o-ring (item #9); noting there is no orientation necessary for this seal.

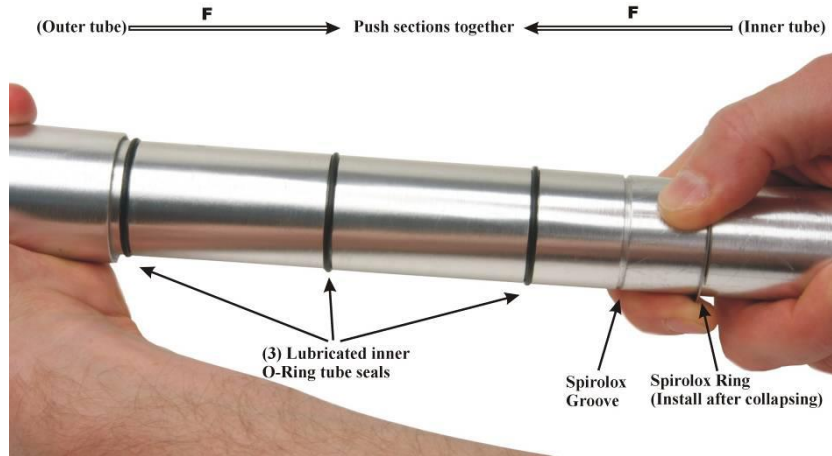


10. Fit the three supplied inner tube o-rings (item #5) carefully to the front tube section so each is fully seated into the machined grooves on the tube; lubricate with provided grease.



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11. Fit inner (item #1) and outer tube (item #2) sections together taking care not to pinch or damage any of the pipe sealing rings & collapse completely.



Install the Spirolox (item #7) around the smaller inner tube and position it by sliding it up against the end of the larger outer tube.

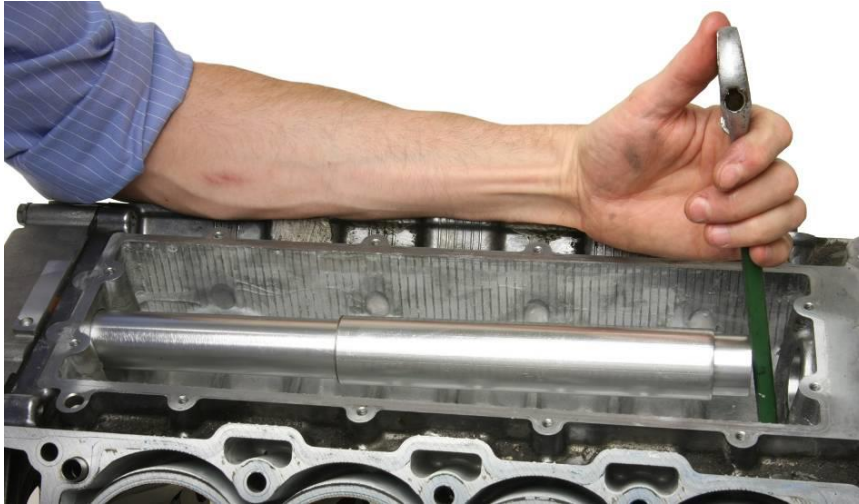
12. Taking the assembled and collapsed pipe, grease the front tube (smaller diameter pipe) and fit it squarely into the front seal, taking great care not to pinch or damage the seal.



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13. With a soft-faced pry tool, lever the tube forward until it stops against the timing cover.



14. Lubricate the end of the larger outside tube with provided grease.

15. Grabbing both sections of the tube firmly, hold the front half in place and slide the rear section back into the block until it clicks home.



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16. Measure the distance from the rear edge of the lock ring groove to the end of the rear tube in thousandths of an inch. (If you don't have a caliper, see if you can fit the edge of one or more 0.020" shims in the gap). If gap between the end of the lock ring groove and the end of the rear tube is greater than 0.020", remove pipe assembly from block and add one or more shims as needed to fill gap. Casting variations during block manufacturing may make this minor pipe length adjustment necessary.



17. After re-seating the tube in the block and determining that the gap has been minimized, slide the pre-installed spiral lock ring into the groove.

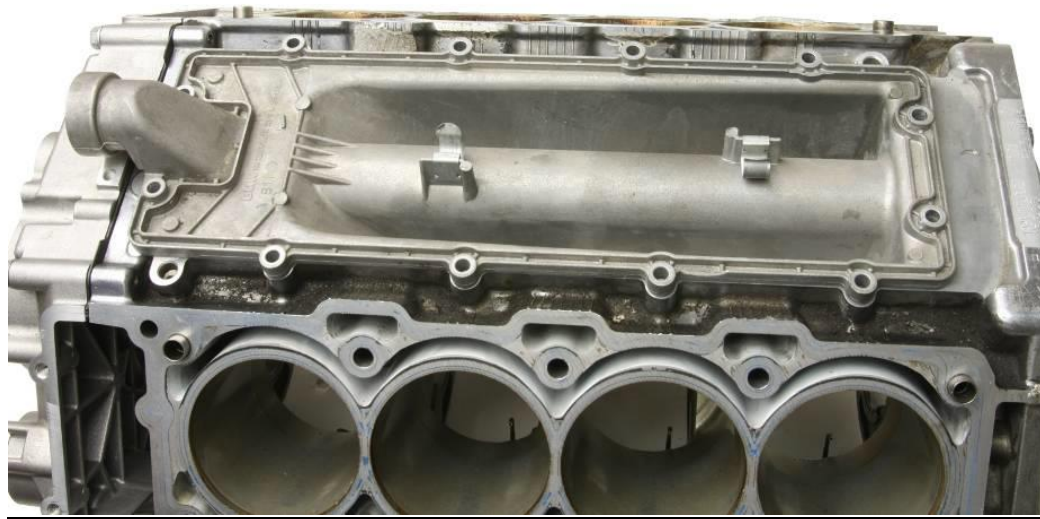


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18. The tubes should now be locked in position, with no axial play.



19. Fit new intake pan gasket (not provided) and reassemble per the factory workshop manual. \*



\* **Important note:** To ensure pipe and other components are installed correctly, a final cooling system pressure check is recommended.



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