

E30M3 EVO III CARBON FIBER BRAKE DUCTS TBR3060EVO



The original brake ducts from the Evo 3 M3 were a sought after upgrade both for appearance and performance reasons. These parts, however, have been discontinued by BMW for many years, leaving M3 owners with custom or make-shift solutions for brake cooling from the bumper. TMS has taken the original kit, made some improvements, and is re-introducing the kit to the market. The TMS kit is higher quality, looks better, and fits better than the Original BMW kit ever did, while still retaining a factory Sport Evo appearance.

We have molded these parts from 100% aerospace pre-impregnated carbon fiber and cured in an autoclave for highest quality. Unlike other carbon products, these do not use any fiberglass or fiberglass resin which weakens the final product and makes it heavier. The bumper ducts can be painted if desired for a factory look.

One of the biggest improvements is in the fitment of the inlet ducts to the bumper. The Original BMW kit used spring clips that did not keep the duct positioned in the bumper very well. Other aftermarket kits used a universal duct and required you to fabricate a bracket. Coupled with poor quality plastic ducts the result had gaps, mis-aligned parts, or the ducts falling out altogether. The TMS ducts are held in place with hidden hardware from the backside of the duct. This keeps the duct securely in place at all times and has a cleaner appearance. Small holes need to be drilled to fasten the ducts to the bumper, however, they will not be seen once the ducts are installed.

It is imperative that these instructions are read from start to finish before the installation process as it will help you better understand what is involved during the installation process.

Parts list for kit:

- 1 - Right bumper duct
- 1 - Left bumper duct
- 2 – Tubes (identical)
- Hardware
(6- m5x.08x15 bolts / 2 -m5x.08 nylock nuts /8- m5 washers)
- 4- self tapping black plated screws
- 4- 4"zip ties

Install time: 2 hours

Tools needed for installation:

- Flat head screw drivers of assorted sizes
- Phillips head screw drivers of assorted sizes
- Ratchet wrench
- Various sockets ranging in sizes from 5mm to 19mm
- Metric Allen keys
- Box wrenches in assorted sizes from 5mm to 15mm
- Electric or Air drill
- 15/64 or 6mm drill bit
- Paper hole punch

1. Raise the front end of the vehicle and secure. If working on the ground secure the vehicle with proper jack stands.
2. Remove both front wheels from the vehicle then remove the two 10mm self tapping bolts that hold in the lower front plastic undertray on each side and the two plastic 10mm nuts on the inside of the fender liner as seen in **Image #1** (circled in red and yellow in Image 1). Before you remove the front plastic undertray, be sure to take a look at how it mounts along the perimeter of the bumper as you will need to re-mount it later on the car for proper alignment and installation. Now remove the undertray from the vehicle.
3. There are two small 1"x 1" plastic covers on each side of the front bumper that need to be removed. Carefully use a flat head screw driver and gently apply pressure on the top of the cover to pop it out and expose the 18mm nut as seen in **Image #2**. Once the nuts are exposed you will need to remove them using an 18mm socket as in **Image 2a**.
4. Now is a good time to get below the car and disconnect the wiring connectors for the side markers, fog lamps, turn signals and the intake air temperature sensor located on the driver's side of the vehicle. Leave the wiring hanging for now as we will secure it later on. Before pulling the bumper off of the car TMS recommends you set up a clean place with either a bumper stand or clean blanket to place the bumper once off of the car. The bumper rests in a channeled receiver on each side of the car and will slide out relatively easily. In order to remove the bumper from the vehicle, pull on each side lightly towards the front of the car. Once you have gotten the bumper to move approximately a half inch forward on both sides you may pull it off and set it on either your bumper stand or blanketed area.
5. Now that the bumper is removed you will need to remove the fog light assembly from the front bumper. Located on the rear of the bumper, each fog light bracket is held in place with two 10mm nuts circled in blue as seen in **Image 3**.
6. It is now time to take the TMS supplied template sheet and cut out the brake duct templates labeled *RIGHT SIDE / PASSENGERS SIDE ON LEFT HAND DRIVE CARS* and *LEFT SIDE / DRIVER SIDE ON LEFT HAND DRIVE CARS*. Once the templates are cut out you will need to place them on the proper side of the bumper. Both templates are crucial to the side of the car they are used on. Make sure you have the correct template on the correct side of the bumper with the printed text facing down towards the bumper as seen in **Image #4**. Once you have the correct orientation of the templates mark the bumper with either a Sharpie pen or paint marker as seen in **Image #5**.
7. Now take a 15/64 or 6mm drill bit and carefully drill two holes on both sides of the bumper as seen in **Image #6**.
8. Take the TMS right and left brake duct and place them into the bumper slots, the ducts have a mounting tang on one side that will help align the brake duct into position as seen in **Image #7**. Take the TMS supplied M5x.08x15 bolts and secure the ducts into place with the two holes you made in Step 7, and as seen in **Image #8**.
9. Now that the air ducts are secured in the front bumper, place the front bumper back on the car. Install the bumper in the reverse order of step #4. **NOTE:** the sides of the bumpers will slide into a channeled receiver relatively easily. Carefully align both sides and slide the bumper back towards the rear of the car, being sure that the two holes for the 18mm bolts in the front of the bumper are aligned also. Do not force the bumper onto the car. Refer again to **Image #3**.

- 10.** Now take the brake duct tubes and place them in the car to mark the fender liner for the holes to be cut. Take the tubes labeled Right & Left and slip them over the brake ducting labeled Right & Left as seen **Images #9**. Now it is time to take the lower plastic undertray and remount it onto the car be sure that all the front tongue and groove type slots are in the correct position and the undertray is seated correctly as it is crucial to the alignment of the brake cooling ducting. Once the undertray is mounted you will need to reach up into the fender liner and mark the two holes on the ducting where they will sit flush on the undertray / fender liner, this will take a bit of contortion work to get your hand up and around the lower under-tray as seen in **Image #10 and Image #11**.
- 11.** Once the lower undertray is marked for the two mounting holes you may remove it from the vehicle again and use the TMS supplied templates and align two marks you made on the undertray with the two holes in the TMS template. Trace the inner diameter of the ducting hole of the template to the undertray for each side of the brake ducting. as seen in **Image #12**. Cut out the plastic on the undertray for both of the large 3.75" ducting holes and drill mounting holes with a 15/64 or 6mm drill bit as seen in **Image #13**.
- Note: Some E30M3 cars still have the AC connected and in the car.** The AC accumulator hangs down and prevents the proper alignment and mounting of the passenger side ducting on the car. It is necessary to trim a hole in the ducting that will allow the accumulator to protrude into the duct. Please follow the instructions below in Step 11a.
- 11a. Remove the Passengers side ducting from the car and take the TMS supplied AC accumulator template and cut it out of the template sheet along the solid black lines of the template. Place the template on the brake ducting parting line, the front of the template parting line template should sit flush against the mounting flange of the duct as seen in **Image #14**. TMS recommends you use several small pieces of tape to hold the template in position in order to trace the hole onto the ducting. Now cut out the hole in the ducting and test fit as seen in **Image #15**. Please note all cars are a little different and some additional minor trimming may be required to fine tune the hole on the ducting for the AC accumulator.
- 12.** Now that we have the ducting holes cut out it is time to re-install the undertray once again. Install the intake duct tubes again, simply slip them over the brake duct. Now take the black TMS supplied self-tapping screws circled in red and install them into the two holes on the undertray and secure the brake cooling ducting in place as seen in **Image #16**.
- 13.** Now that we have the ducting and intake vents securely mounted it is time to secure the ducting onto the intake vents. Drill a hole in the bottom of both of the intake ducting tube and intake duct to secure the two together as seen in **Image #17**. **Repeat for both sides.** Once the holes have been drilled insert the two remaining TMS supplied M5x.08 bolts, nuts, and washers and secure them in place as seen in **Image #18**.
- 14.** Once the ducting is secured to the intake vent duct remove the plastic valence for a final time to reconnect all the electric connectors for the side markers, turn signals and intake air temp sensor. As mentioned earlier in Step 4 use the TMS supplied wire ties to wrap up and secure the unused fog lamp wiring under the bumper as seen in **Image #19**.
- 15.** Now that the wiring is reconnected it is a good time to check that the side marker and turn signals are working in the car, before final assembly. Lastly tighten the below listed hardware to the recommended specs.

Image# 1



Image #2



Image #2a



Image #3



Image #4



Image#5



Image #6



Image #7



Image #8



Image#9



Image #10



Image #11



Image #12



Image #13

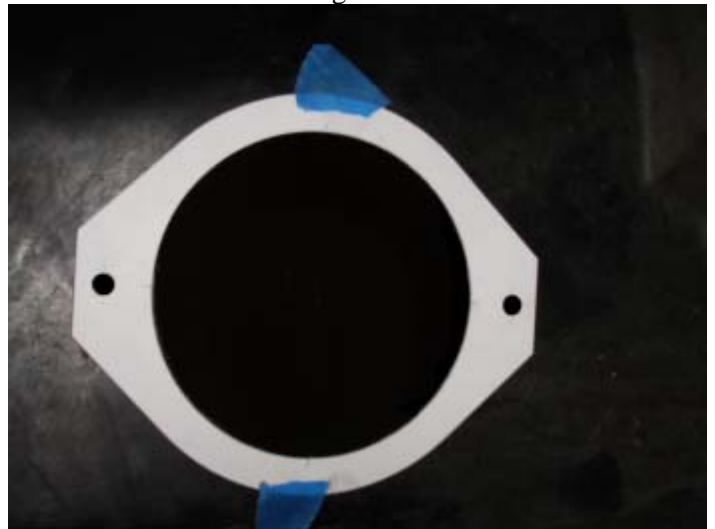


Image #14

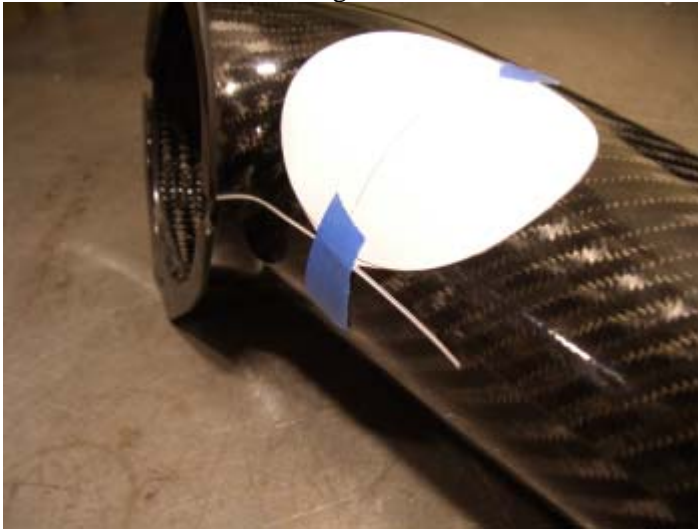


Image #15



Image #16



Image #17

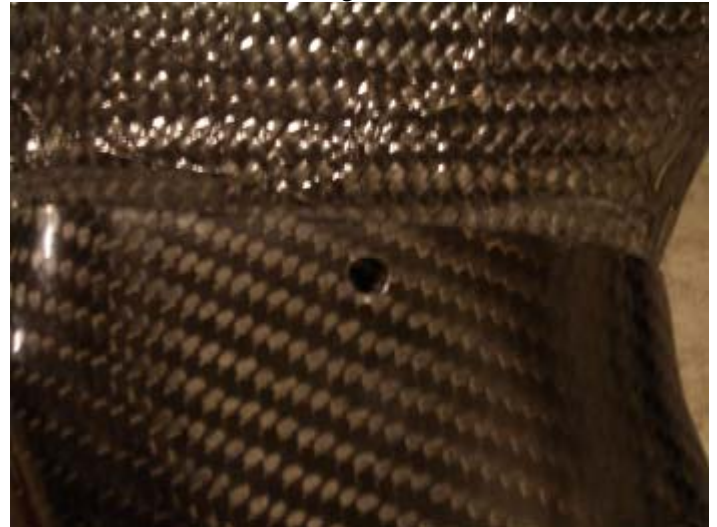


Image #18



Image #19

