

Link do produktu: <https://bizongarage.pl/carbon-induction-kit-for-bmw-b58-m140i-m240i-m340i-m440i-p-41497.html>

## Carbon Induction Kit for BMW B58 (M140i, M240i, M340i, M440i)



Cena brutto	<b>2 779,70 zł</b>
Cena netto	<b>2 779,70 zł</b>
Dostępność	<b>Na zamówienie</b>
Numer katalogowy	<b>379179446</b>
Kod producenta	<b>FMINDK50</b>
Kod EAN	<b>5056721241357</b>

### Opis produktu

- **+11 BHP**
- **+19NM Torque**
- **Induction kit and inlet hose included**
- **Improved induction noise**
- **Full instructions**
- **Prepreg 2x2 twill formed carbon fibre**
- **Lifetime warranty**

**If you already have our inlet hose and wish to purchase just the carbon intake, please see our [FMINDK50-CARBON](#)**

This product is a direct replacement for **OEM part numbers 13718601678, 13718605164, 13718601682.**

The B58 engine is a masterpiece from BMW, it makes great power, produces a fantastic noise and with the addition of FMINDK50 you can take these qualities even further. When our development team analysed the OEM airbox and inlet tract on the BMW M140i kindly loaned to us from [The Performance Company](#), we came up with a multiple part solution to maximise all areas.

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## The Development Journey

Step 1: UK and some EU spec M140i's have a blank which stops the low-pressure zone that builds up in front of the radiator from entering the inlet tract. We created [FMINLD2](#), a carbon fibre sculped duct to replace the blank, and route more air into the tract towards the airbox.

Step 2: Now that this greater quantity of air has entered the airbox, we need a greater surface area of filtration to maximise the airflow towards the engine. Therefore, we decided on a high-flow performance cone filter and used our development of other upper airbox induction kits to inform our design process to create FMINDK50.

Step 3: The weak link was now the OEM inlet hose with its sound resonator and accordion ribs which cause turbulence and slows down the airflow. We created [FMINLH25](#) (included with this kit) from a multi-ply smooth silicone to significantly reduce turbulent airflow, and to handle big boost builds. We also increased its diameter from 85mm to 90mm.

*\*Get 10% off the induction kit and inlet duct when purchased together (code automatically applied at checkout)*

We used SolidWorks CAD, 3D prints and numerous dyno sessions to truly unlock the power. Simulation testing played a large part in the design process to help maximise the airflow.

We were able to experiment with the airflow entering the chamber from the inlet tract into the lower airbox, by changing the position of the filter, the size and location of the louvres and other variables to ensure that the intake is maximising performance.

The 3D printed prototypes helped with comparing our simulation testing to real world driving conditions.

*Please*