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crfine88
Major



Drives: Z4 M Coupe
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Location: Cave Creek AZ.

Posts: 1,100
iTrader: (5)

O2 Sensor Relocation

#17

Once I had completed the header installation, it was time to take care of the mid-pipe. I had two options:

1. I could order the OEM mid pipe new for approximately \$2K
2. I could modify my existing mid pipe.

I priced out option number 2, and figured out that it would run me \$300.00. The choice was easy when comparing cost. I contacted www.goodspeedperformance.com. Good Speed was recommended to me by a reputable post member for their immaculate work. I needed the weld 90 degree O2 bungs behind the cats in the same location as the Euro mid pipe. They took care of this the same day, and the work was good.

If you look at the photos, you will see that the bungs were welded closer to the cats than on the euro application. This was done because v Good Speed removed the heat shield, there were two flat spots on the angled portion of the pipe. According to the welder, the flat spots were typical marker for the welding location of O2 bungs. I was informed that it is also better for the O2 sensors to be closer to the cats, and ass that if there was an issue it could be changed. I was uneasy about this because I was sure there was a reason BMW installed them on the fl portion of the pipe with 90 degree bungs instead of on the angled portion of the pipe with 45 degree bungs. As for the flat spots mention, th make sense to me. These cats are probably used in other cars, and there are probably O2 bungs welded to these locations. So, I gave it a sl

Now that the mid-pipe was done, I needed to extend the O2 sensors and the EGT. I took the advice of a fellow member and made extension: one end that would plug into the original end of the O2 sensor in its new location, and the other end into the original location under the engine cover. The reason for this is future replacement of O2 sensors. It would have been easier to just extend the wire between the O2 sensor and plug, but then I would have to do this the next time I replace the O2 sensors. By creating an extension between the original plugs, I can buy a factory O2 sensor and just plug it in.

Once I put everything back together and the engine codes were cleared, victory was mine!

No codes! 🙌🙌

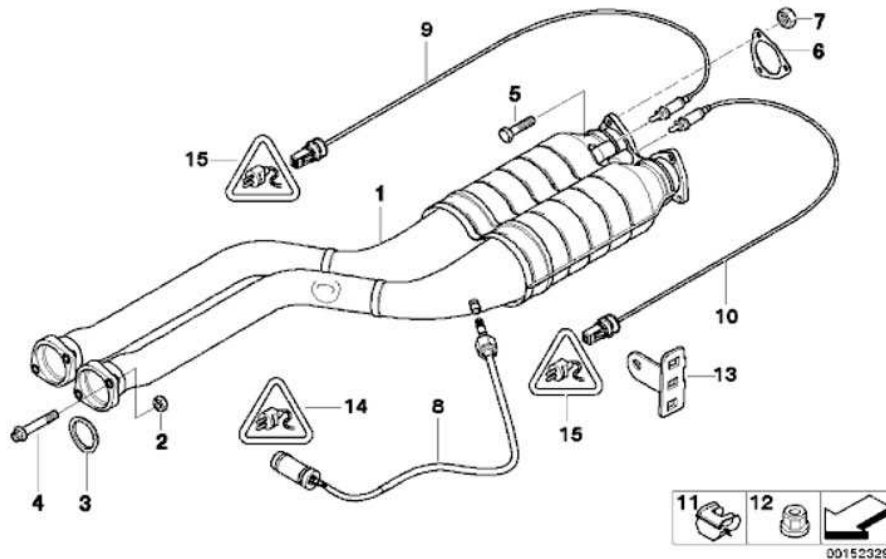
There are only two things I would have done differently:

1. I would have not been such a cheap skate, and I would have purchased different color wires. (labeling them was a pain)
2. I would have made sure the welder understood the exact location of the O2 bungs and provided better photos. (It was not very clear in the drawing I provided)

[Attached Images](#)

E86 Z4 M3.2 CATALYTIC CONVERTER/FRONT SILENCER

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No.	Description	Supplement	Qty	From	Up To	Part Number	Price	Notes
01	Rmfd-exhaust pipe catalyst		1			18307836633		
02	Hex nut	M10	4			18301317898	\$4.70	
03	Gasket ring		2			11627830668	\$11.81	
04	Torx bolt	M10X45	4			11621318568	\$4.30	
05	Hex bolt	M8X30.7NS	6	01/2007	07/11/001170		\$0.08	















2006 Z4 M Coupe
Production #207 of 1815

LINK TO MOD JOURNAL:
<http://www.zpost.com/forums/showthread.php?t=403119>

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