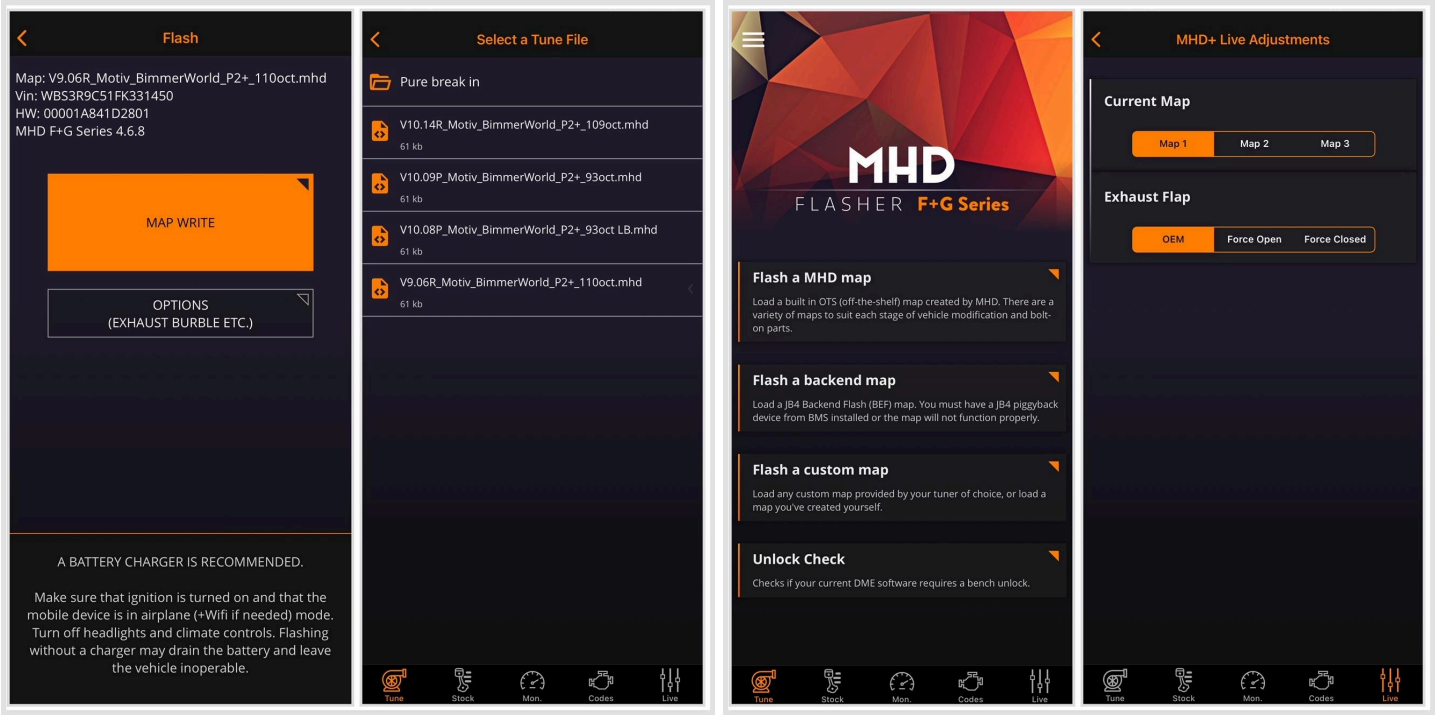
Here is a folder of some various documents/files for the car. I have also included in that folder a complete build sheet of the car in case there are any questions that come up in the future on what part may have been used or what needs replacing. Please download the contents of this folder in case this link changes in the future so that you do not lose access.

Lee Godown's folder

- **Firing car**
    - The car may not fire from dead cold on first try, stumbles on first try for a split second and may catch, but may require a second fire.
    - **MUST WARM CAR UP**
        - The car has a very loose ring gap and forged pistons that need to expand with the heat. Important to let the car idle for a few minutes to allow the engine and trans to warm up before abuse.
        - Temperatures
            - Water temp typically 210-220F
            - Oil typically between 220-240F (but very comfortable if it gets higher with Red Line Oil (270-280+)
- **Oil Level**
    - This is all done through the iDrive like a factory car and should read like factory level
    - Keep at "Max Oil"
        - Car has not been burning oil
    - Car must be at operating temp and on level ground then in Park or Neutral
    - Navigate to the correct iDrive screen
        - Vehicle Info > Vehicle Status / Measure Engine Oil
- **Tire Pressures/Torque**
    - Target 30psi hot on Hoosier slicks
    - I typically drive with the tire pressures displayed on the iDrive - they are not dead accurate on track, but I found them to typically be within 1 or 2 psi (iDrive showed low)
        - Vehicle info > Vehicle Status > Tire Pressures
    - Torque lugs to 80-ft-lbs
- **Fuel Level**
    - The car has a fuel starvation kit that should allow it to run down to ¼ of a tank or so. Sometimes more, sometimes less - if the car stumbles at low fuel, it likely just needs to be filled up.
- **Driving Mode**
    - Efficient engine (more throttle control)
    - Comfort or Sport Steering will be a personal preference
    - Level 2 shifting
    - DSC Off
    - HUD - M View
- **Tune/Code Read**
    - Foxwell Scan Tool
        - I recommend a Foxwell scan tool that will be able to take care of 95% of any electronic code, clear, resets on the car if needed.
            - Foxwell i53BT
    - MHD - overall, pretty simple and user friendly software
        - Will need to purchase an MHD Dongle for changing the software and purchasing a Flashing license. If you would like to monitor or gain further access to the MHD software, I would recommend purchasing a "Super License."
            - I tried to get the license changed over so you wouldn't have to do this but they are strict about making them non-transferrable

        - MHD Dongle
        - MHD Super License
    - Software itself
        - I have put four different tune files in this folder for you. I would go ahead and download when you get a chance so that you can stash away in case this link or anything changes
        - The tunes file names mostly tell the story. There is a 110 leaded, MS109 unleaded, and two 93 tunes. The “LB” tune is a little lower boost option for 93.
    - Changing tune - you may want to refer to the MHD full instructions for getting the files setup in the right location
        - The 110 tune has 3 different Maps that can be changed using the “Live” button on the bottom right of the app screen and then selecting which Map you want to use. Map 1 is about 625whp, Map 2 750whp, Map 3 800whp.
            - For longer runs, we would stick with Map 1.
        - To Flash a different tune into the car, you simply hit “custom tune” and select the tune you want to load.

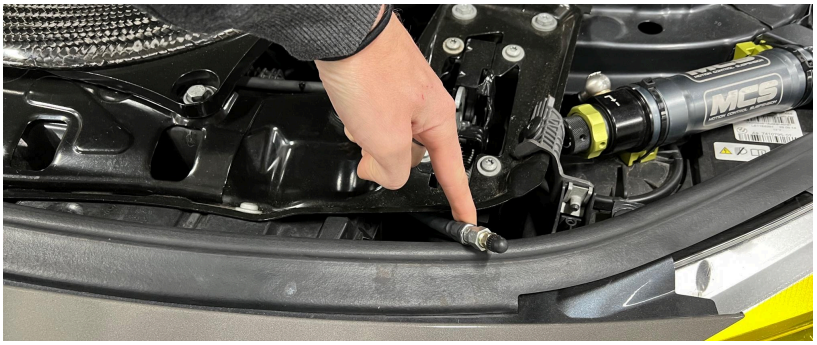


- **Fire System and Trans Cooler**
    - Bottle and “power pack” are in the trunk under the rear carpet. Simply turn the switch “up” to arm the system. And then if you ever need to use the system (hopefully you never find this need), the red button in the center of the dash is what to his
    - The transmission has a secondary cooling system on it that is key for longer runs and keeping the trans temps in check. The switch for that is next to the fire system button. Up is on (and you should hear the pump and fan turn on when you trigger it).

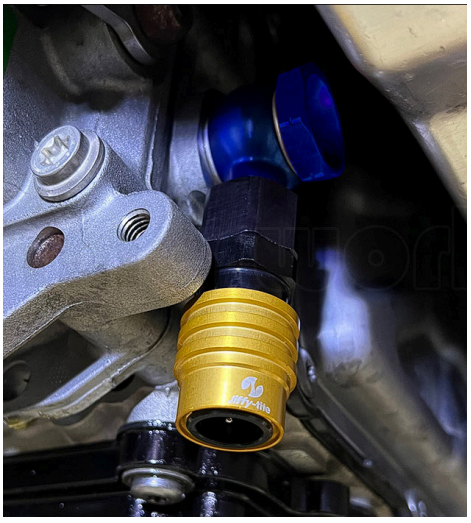




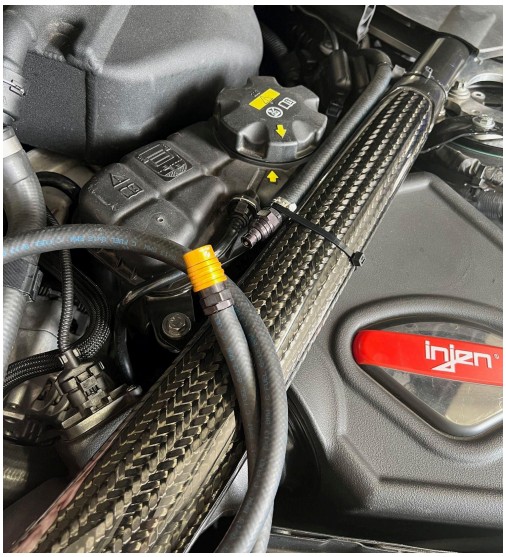
- **Intercooler Bleed Valve**
    - This system really needs to be vacuum bled, but there is a bleed valve we added to the system to allow air bubble to escape
    - To bleed - while filling the system (small tank behind top intercooler), continue to fill until a constant steady stream of water comes out of the bleed port.



- **Transmission Fill**
    - There is a dry break adapter on the side of the transmission for filling. Follow factory transmission fill procedure, and then fill one additional quart past the standard fill



- **Fuel Pump Out**
    - There is a fuel pump out hose included if ever needed. We used this so that we could change fuels if needed at the track easily.
    - Foxwell Tool or some other similar tool required to activate the in-tank fuel pump



- **Damper Adjustments**
  - I have included 3 files in this folder for some documentation
    - Baseline Setup specific for GTMore
    - MCS Adjustment Instructions
    - GTMore Suspension Installation document
    - BimmerWorld Tuning Guide
- **Other Documentation**
  - Other Folder
    - Splitter and wing instructions, mostly splitter in case it every needs to be removed so you can make more sense of it
- **Common Consumables**
  - Alcon Rotors
    - Front Left
    - Front Right
    - Rear Left
    - Rear Right
    - Rotor Hardware
  - Pads
    - PFC 331 Front
    - PFC 331 Rear
  - Lifeline Power Pack Battery
    - Specific type of 9V