



i-ELOOP Relocation guide
for BBR Turbocharger Conversion
MX-5/Miata ND 2.0L 2015 on



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Introduction

Installation of the BBR MX-5 ND Turbo Conversion requires the i-ELOOP module to be relocated allowing sufficient space for the turbocharger. Once the standard intake and airbox, battery and manifold have been removed (currently after instruction 14 of the main installation guide) the i-ELOOP module must be relocated.

Mechanical instructions

Remove (carefully) the plastic covers over wire connections to the i-ELOOP module. Remove the cable/wires (taking note of where they are attached), multipin plug and then the module and mount from the vehicle's chassis. Remove the module from its original mounting and remove the metal extension bar from the lower left-hand connection terminal. The module can now be attached to the new BBR supplied mounting bracket using supplied counter sunk Allen bolts ([Fig1](#)).

The module is to be relocated onto the front chassis cross beam underneath the new BBR filter/intake hose. Move the Earth connections as shown ([Fig2&3](#)) to allow room for installation, also note the difference in BBR airbox L-shape bracket mounting position. The multipin plug and single thick gauge black wire running along the righthand side inner wing require greater length to reach the new i-ELOOP location. The wires themselves do not require extending however releasing further back from the loom in which they run (towards the front of vehicle). Undo and release the washer bottle (to gain access). With a sharp Stanley knife cut along the outer hard plastic loom insulation to release these wires from the loom (being extremely careful not to cut into the loom/wires themselves). Once the multipin wires are forward of the rear most washer bottle mount ([Fig4](#)) and the single thick gauge black wire is passed the air-conditioning pipe and original front panel airbox mount ([Fig5](#)) re-tape the loom.

Run the multipin plug loom underneath the washer bottle towards the new i-ELOOP location and refit the washer bottle. The module can now be installed onto the front chassis cross beam, install a bolt for the left-hand side mounting as the module bracket will slide underneath the bolt head and then be tightened once the right-hand side mounting bolt has been installed (the multipin plug faces the front of the engine) ([Fig6](#)).

With the module in-place and both mounting bolts tightened run all of the original wires neatly to the i-ELOOP module (making sure that the multipin plug and loom will not make contact with the front of engine). Note that the wire running to what was the left rear terminal will no longer attach to the previously removed metal extension bar, but directly to the terminal on the module itself, the plastic cover over this terminal will require trimming to accommodate this ([Fig6,7&8](#)). One single wire will require extending which runs from the battery negative terminal this is the small gauge wire on the single pin plastic battery terminal plug, with BBR supplied wire and crimps extend this wire to a suitable length for neat routing/installation.

With all plastic covers installed this concludes i-ELOOP relocation and turbo installation guide instructions can now be followed.

Figure 1

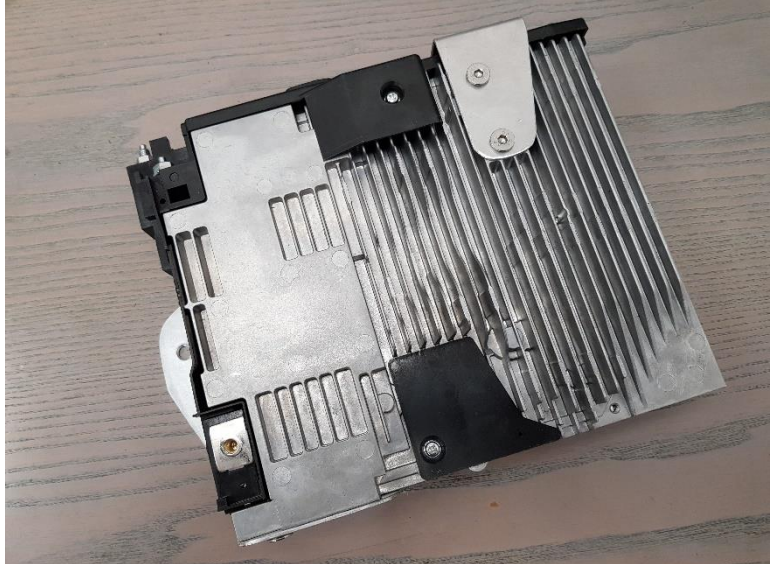


Figure 2

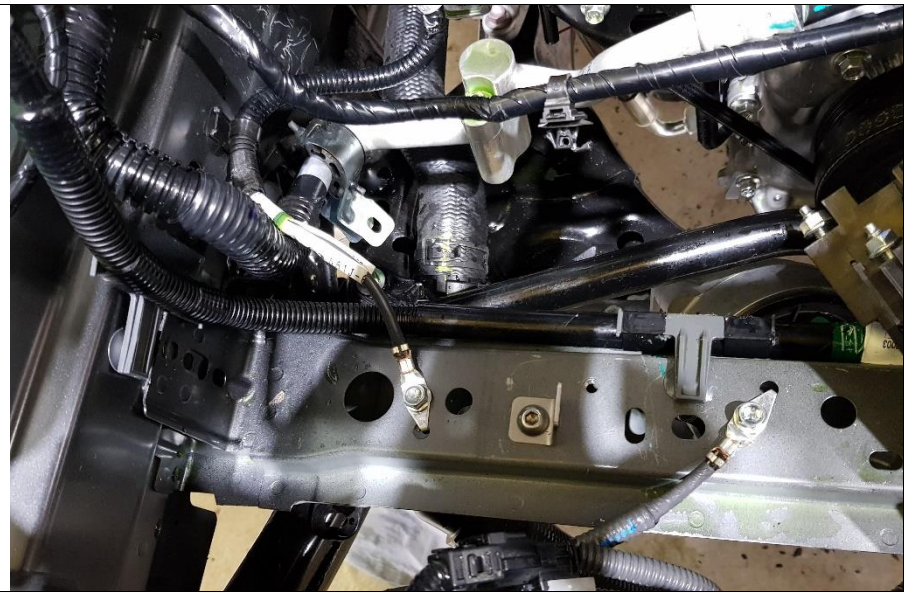


Figure 3

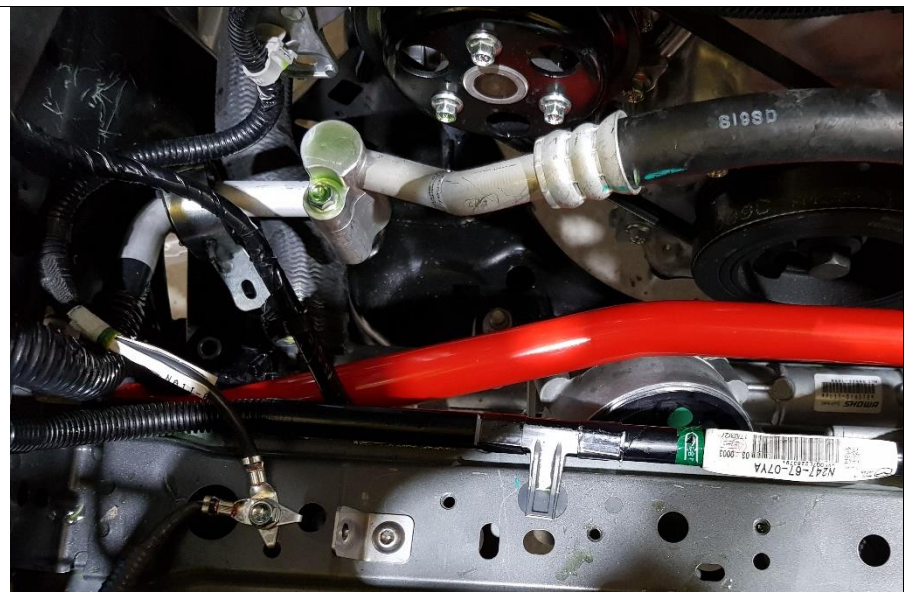


Figure 4



Figure 5

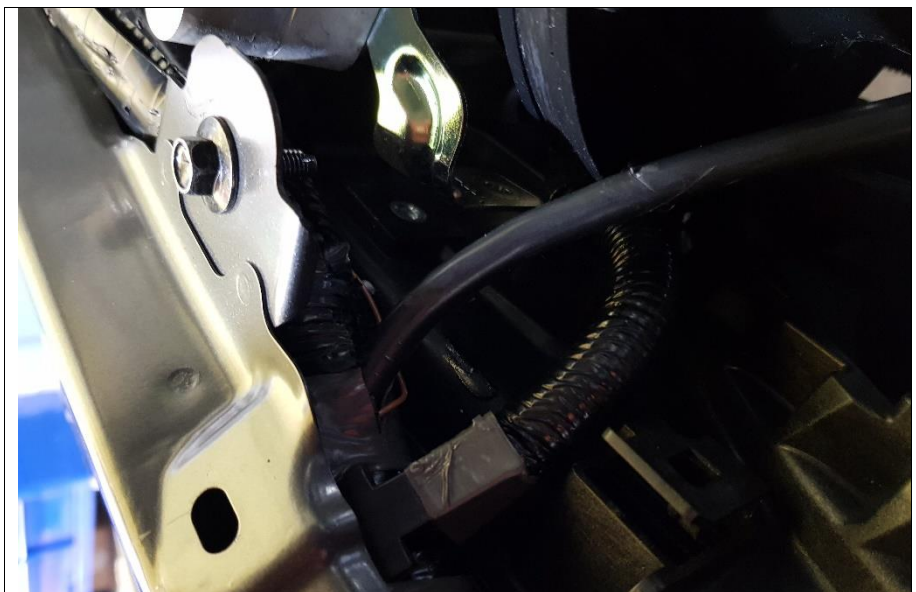


Figure 6

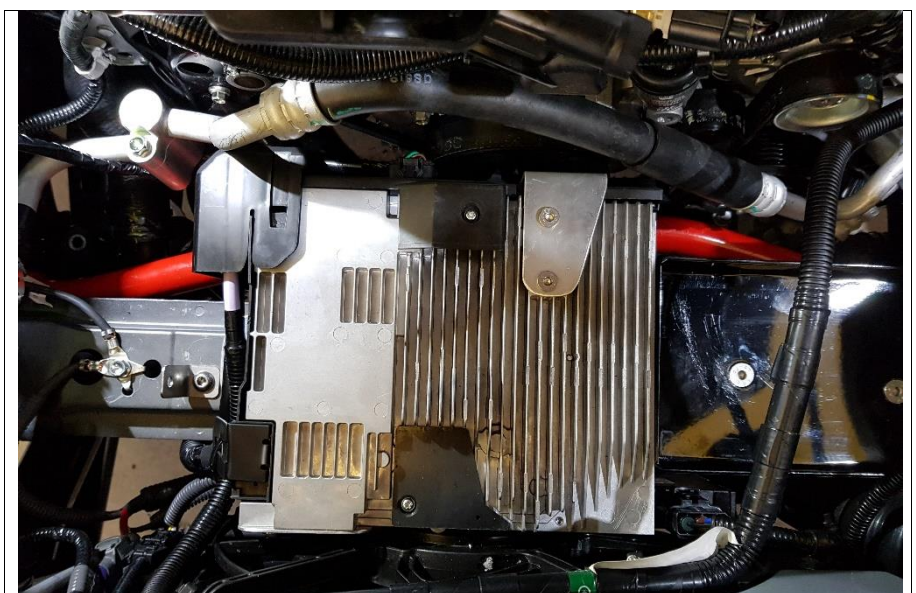


Figure 7

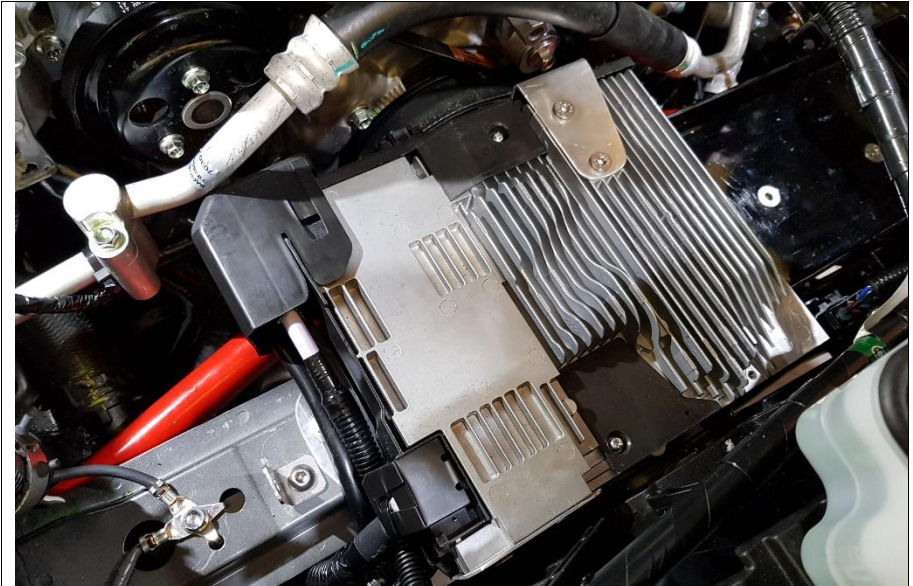


Figure 8

