This kit is equipped with the Injen/AMSOIL Ea nanofiber dry filters, Ea nanofiber filters do not require oil.

Part Number SP1125

2007-10 BMW 335i
(Excluding active steering)
2008-10 BMW135i
3.0L Twin Turbo L6

Important: Read the information on the lower right hand side for vehicles that are not CARB exempt.

1- 2 piece air intake system	
2- 3" Injen/AMSOIL Ea Nanofiber filter	(#1017)
1- 3/16" ID x 1/2" aluminum spacer *used on 135i*	(#10016)
1- S.S. vibra-mount support bracket	(#20087)
1- Power steering cup w/ bracket	(#20088)
1- Air scoop support bracket	(#20096)
3- m6 flange nuts	(#6002)
1- m6 x 35mm hex bolt	(#6007)
2- Fender washers *2 used on the 335i* *1 used on the 135i*	(#6010)
1- m6 vibra-mount	(#6029)
1- Front mount air scoop	(#6082)
3- m6 x 10mm hex bolts	(#6083)
1- Instruction (10 Pages)	

Note: The C.A.R.B. Exempt sticker must be attached under the hood in a manner that is

Congratulations! You have just purchased the best engineered, dyno-proven air intake system available.

Please check the contents of this box immediately.

Report any defective or missing parts to the Authorized Injen Technology dealer you purchased this product from.

Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation please contact the dealer you purchased this product from.

Installation DOES require some mechanical skills. A qualified mechanic is always recommended.

*Do not attempt to install the intake system while the engine is hot. The installation may require removal of radiator fluid line that may be hot.

Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased.

Important:

The following vehicles are excluded from the C.A.R.B. Executive order number. These vehicles will be considered to be for off-road use only: All **2007-08 335i 3.0L 6cyl**. and **2008 135i 3.0L 6cyl.** that are considered to be **LEV2, SULEV** with engine test group numbers: **7BMXV03.0N51** **8BMXV03.0N51**

Note: The installation of this air intake does require mechanical skills. Removal of the front bumper requires loosening and removing several plastic plugs and screws that may be difficult. In addition to removing the bumper, you may also have to remove the air resonator box, battery and tray when beginning this installation. **Injen strongly recommends that this system be installed by a professional mechanic.**

MR Technology, "The World's First Tuned air Intake System!"

Factory safe air/fuel ratio's for Optimum performance Patent# 7,359,795

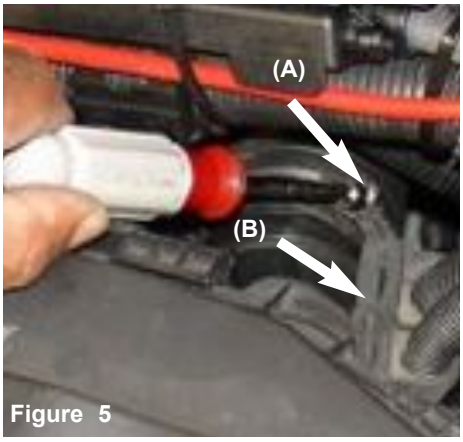
Note: The C.A.R.B Exempt sticker must be attached under the hood in a manner such that it is easily viewed by an emissions inspector.

Figure 1

Figure 2

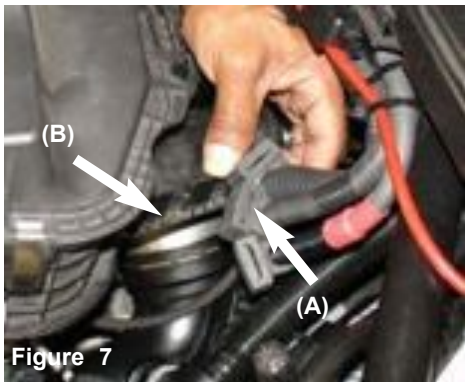
Stock box shown in this picture

The hard plumbing vacuum line is detached from the lower hard line.



The clamp on the rear air inlet is loosened (A) Note: position of harness rubber hangers (B).

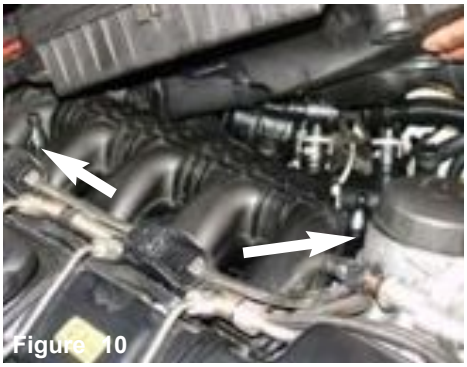
Rubber hangers are lifted from the prongs located on the air box inlet.



The harness rubber hangers have been removed from the prongs on the air box inlet(A). The inlet on the air box has also been separated (B).

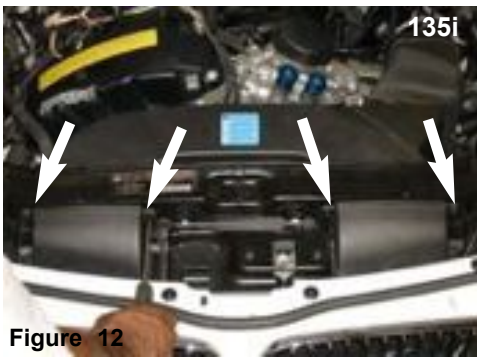
The clamp on the front air box inlet is now loosened.

Pull the air scoop inlet from the air box inlet as shown above.



Lift the air box in an up upward motion. Pull the air box grommets away from the two stand-offs located on each side of the runners.

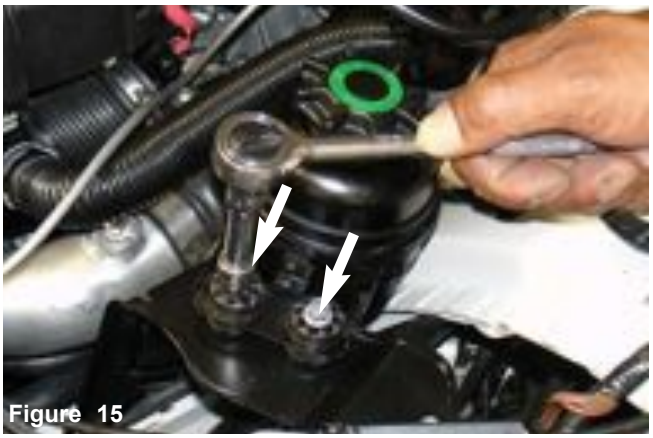
The air box cleaner is now ready to be pulled out of the engine compartment.



Loosen and remove the four bolts holding the primary air scoops in place.

Once all four bolts have been removed, continue to pull the air scoop duct out.

The primary air scoops are also ready to be removed as shown above.

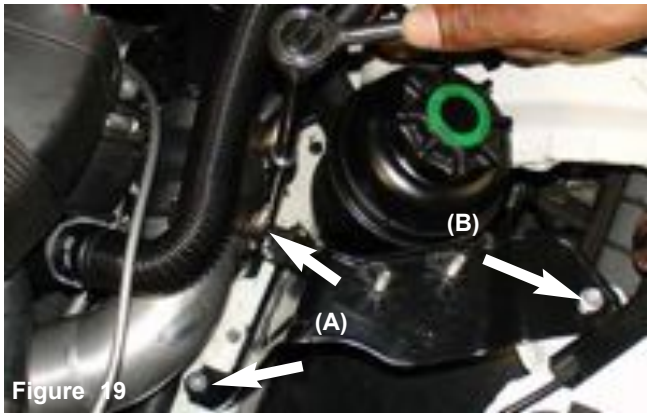


Loosen and remove both m6 nuts from the power steering brace.

Once both m6 nuts have been removed, continue to pull the power steering reservoir from the two studs.

Remove the m6 bolt from the power steering clamp.

Once you have removed the m6 bolt, continue to remove the clamp from the power steering reservoir bottle.



Remove the both m6 nuts from the lower power steering brace(A) and the 10mm flange bolt from the edge of the fender well(B).

Loosen and remove the m6 bolt from the upper brace as shown above.

Once you have removed all nuts and bolts, continue to pull the power steering brace out of the engine compartment.

Use a T-30 torx driver to remove the bolt that holds the driver side head lamp in place.

The Power steering reservoir bottle and Injen reservoir cup is installed in the BMW 335i


Figure 23

The aluminum stud is removed from one of the grommets.


Figure 24

The grommet is now pulled from the metal brace.


Figure 25

The aluminum stud in pressed into the grommet.


Figure 26

The aluminum stud is installed in the the stock grommet.


Figure 27

The reservoir cup is lowered into the engine compartment. The long cup bracket is aligned to the fender wall brace.


Figure 28

The stock m6 bolt is screwed into the pre-tapped hole.


Figure 29

The 35mm bolt is inserted into the bent bracket attached to the cup and into the stock grommet.


Figure 30

The 35mm bolt is inserted into the bracket and stock grommet.


Figure 31

The new power steering cup is aligned to the existing bolt patterns. The 35mm bolts is screwed into the back side of the head lamp pre-tapped hole.


Figure 32

An allen wrench is used to tighten the 35mm bolt into the head lamp pre-tapped hole.

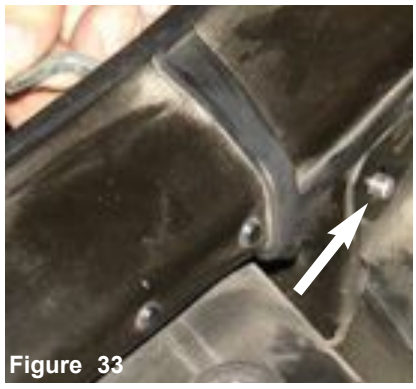


Figure 33

The 35mm bolt is inserted all the way through front of the cross member where the head lamp is fastened.


Figure 34

Once you have inserted the 35mm bolt all the way in, continue to place the m6 flange nut over the bolt end.


Figure 35

Use an m10 socket to tighten the m6 flange nut.

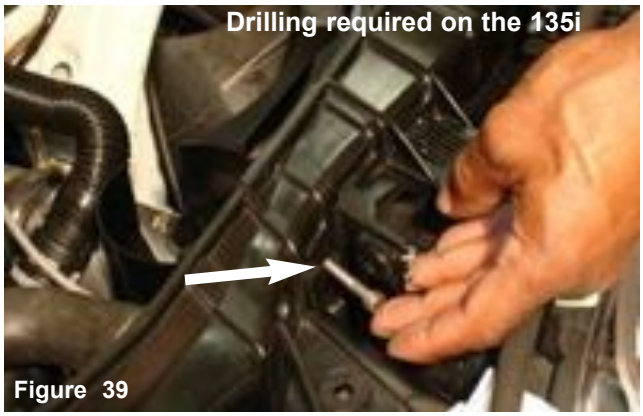

Figure 36

Once you have installed the reservoir cup in place, continue to lower the power-steering bottle in place.

The Power steering reservoir bottle and cup installed in the BMW 135i

The stock m6 bolt is used to fasten the extended bracket located on the new power steering cup.

Applicable to the 135i only: Use a 1/4" drill bit to drill a hole through the composite cross member, the short bracket on the cup is used as a pattern.



Insert the m6 x 35mm hex bolt through the composite cross member and through the 3/8" aluminum coupler as shown in figure 26.

The 3/16" aluminum spacer is slipped over the m6 x 35mm bolt used to secure the reservoir bracket. **NOTE: Spacer is only required on the 135i**

The m6 x 35mm hex bolt is inserted through the cross member, and into the 3/8" aluminum coupler. The aluminum coupler is used as a back support for the reservoir bracket as shown in figure 28.

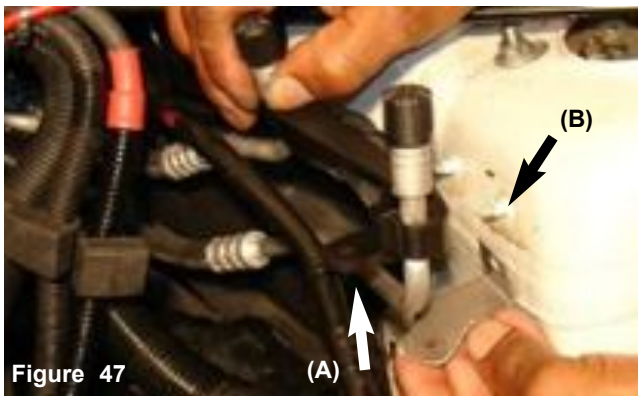
The m6 flange nut is used to tighten the reservoir bracket in place. **Note:** The 3/16" spacer between the bracket and cross member, used to support the bracket to keep it from distorting.

A 10mm socket and ratchet is used to fasten the flange nut to the m6 bolt.

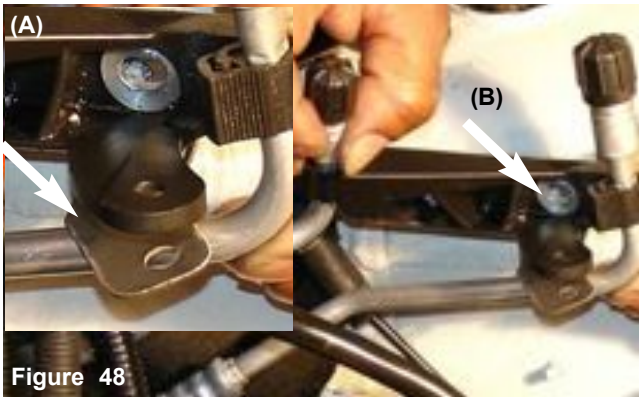
Remove the 10mm nut that holds the air conditioning lines to the side of the tower mount as shown above.

The two m6 nuts is loosened and removed from the threaded stud supporting the hard line and brace.

The brace is now pulled from the tower mount threaded stud as shown above. This will allow a space between the fender well and the brace.



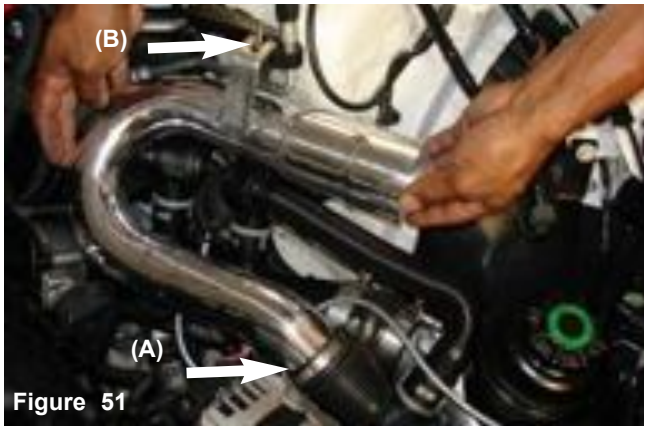
The new stainless steel bracket is placed under the plastic stock bracket(A) while placing the bracket over the threaded stud and tower mount(B).



The new stainless steel Injen bracket is matched up to the composite brace. The assembled braces are placed on the threaded stud and fastened and fastened with the stock m6 flange nut (B).

The vibra-mount is inserted into the new stainless steel bracket and the m6 flange nut is aligned to the vibra-mount stud.

The m6 flange nut is now tightened to keep the vibra-mount from slipping out of the bracket.



The U-bent intake is lowered into the engine compartment. The lower end is inserted into the air intake duct (A) and the upper bracket is aligned to the vibra-mount stud (B).

The air duct clamp is tightened as shown above.


Figure 53

The step down intake is lowered into the engine compartment and pressed into the rear air intake duct.


Figure 54

Once the intake has been inserted into the air intake duct, the intake bracket is aligned to the vibra-mount stud.


Figure 55

Once the intake has been aligned, continue to tighten the air duct clamp.


Figure 56

The three rubber harness hangers are pressed over the aluminum prongs located on the air intake as shown above.


Figure 57

The m6 flange nut and fender washer is used to fasten the secondary intake to the vibra-mount stud.


Figure 58

The first filter is aligned and pressed over the U-bent air intake.


Figure 59

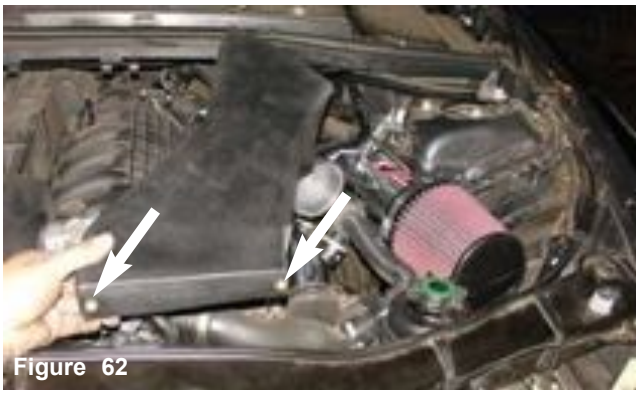
Once the intake end has butted up against the filter stops, continue to tighten the filter clamp.


Figure 60

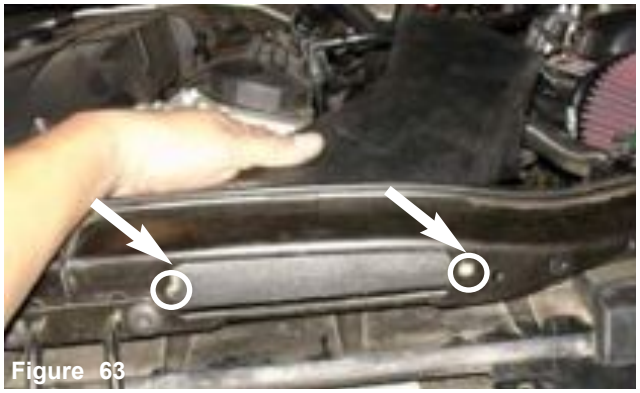
Important: The vacuum brake line is realigned as shown above. Vacuum line must be connected prior to starting engine.

The brake vacuum hard line is pressed over the lower female hard line.

Do not attempt to drive vehicle until this line has been reconnected.



The air scoop is lowered into the engine compartment, The press nuts are aligned to the cross member pre-drilled holes.



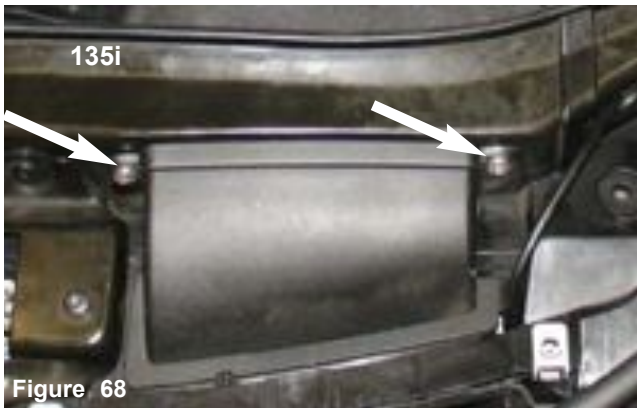
Both hole patterns will line up to the pre-drilled holes on the 135i, use two m6 x 16mm bolts to fasten the air scoop. The 335i will only take one bolt on the air scoop, the scoop bracket will be used to strengthen and attach the air scoop to the reservoir bracket.

The front air scoop is lowered in front of the cross member.

Attaching the air scoop to the 335i: The front scoop is re-attached to the cross member and the stock bolt is used to fasten the front scoop to the new engine air scoop. The plastic clips are also used on the scoop.

The front air scoop is now installed in the 335i.

Attaching the Injen air scoop to the 135i: The m6 x 16mm bolts are used to attach the stock front air scoop to the new engine air scoop.



The stock air scoop is now attached to the new Injen air scoop.

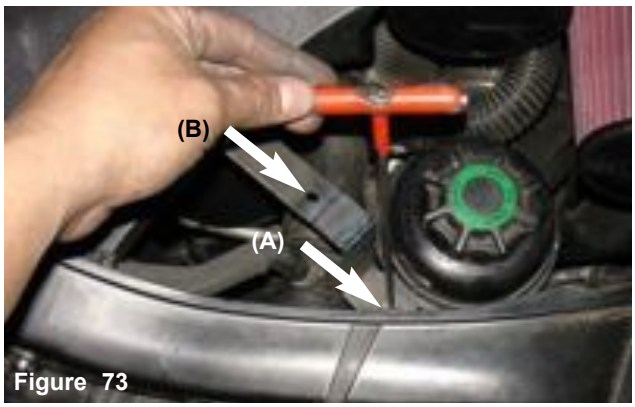
Figure 69

When attaching the bracket shown above, the 335i uses the entire bracket shown above. Using the bracket on 135i is optional, if you opt to use the bracket, break or cut bracket at the score line as shown above.

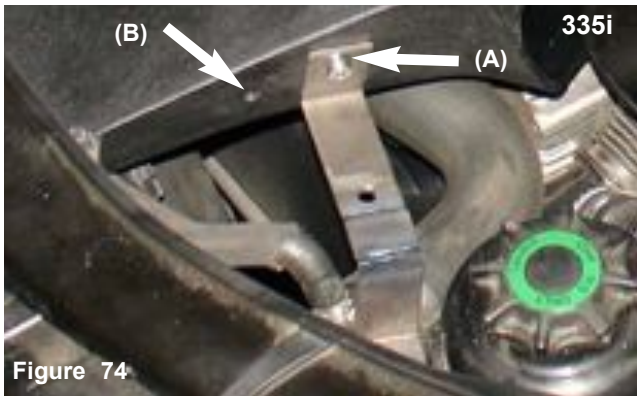
An m6 x 10mm bolt is used to attach the upper bracket to the second nut insert located on the air scoop.

An allen wrench is used to fasten the bolt to the air scoop nut insert.

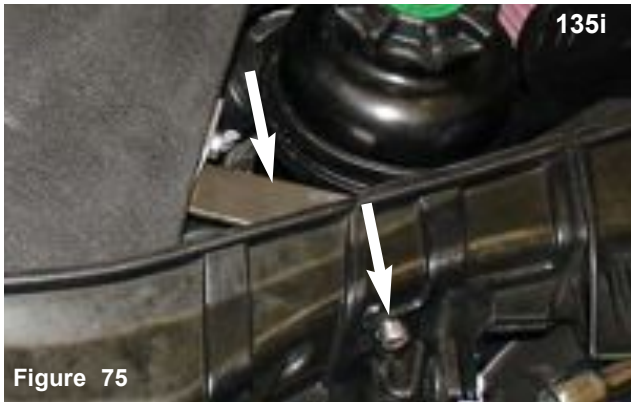
The second m6 x 10mm bolt is used to secure the lower bracket to the upper power steering reservoir bracket.



The allen wrench is now used to fasten the bolt tight (A). If you choose to use the bracket on the 135i, the upper hole is aligned to the reservoir bracket (B).



The bracket on the 335i is now installed as shown above (A). Note: On the 335i, the bracket is secured on the second press nut. If used on the 135i, the bracket is fastened to the first press nut (B).



The bracket on the 135i is installed for those that choose to cut and use the bracket provided.

The second filter is now pressed over the secondary intake and adjusted in the air scoop. Once you have adjusted the filter, the intake clamp and filter clamps are tightened.


Figure 77

Over view of how the assembled filters and intakes should look like after its been installed and adjusted.

Figure 78

Note: The secondary filter on the 135i will fit snug inside of the air scoop as shown above. The secondary filter will have space around the filter when installed in the 335i.

Figure 79

Align the entire intake for best possible fit. Once you have aligned and made sure that the length of the intake is free from any moving parts, continue to tighten all nuts, bolts and clamps.

Figure 80

Congratulations! You have just completed the installation of this intake system. Periodically, check the alignment of the intake, normal wear and tear can cause nuts and bolts to come loose. Failure to check the alignment and adjust the intake can cause damage that will void the warranty.

1. Upon completion of the installation, reconnect the negative battery terminal before you start the engine.
2. Align the entire intake system for the best possible fit. Once the intake has been properly fitted continue to tighten all nuts, bolts and clamps.
3. Periodically, recheck the alignment of the intake system and make sure there is proper clearance around and along the length of the intake. Failure to follow proper maintenance procedures may cause damage to the intake and will void the warranty.
4. Start the engine and listen carefully for any odd noises, rattles and/or air leaks prior to taking it for a test drive. If any problems arise go back and check the vacuum lines, hoses and clamps that maybe causing leaks or rattles and correct the problem.
5. Check the filter for excessive dirt build up.

Congratulations! You have just completed the installation of the best intake system sold on the market. Enjoy the added power and performance of your new intake system.