



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



Part Number SP1126
2011 BMW E82 135i E90 335i
(N55) L6 3.0L (turbo)

- 1- 2 piece TUNED air intake system
- 1- 3-1/2" web dry Nanofiber filter (#1021)
- 1- 3/16" ID x 1/2" long aluminum spacer (#10016)
- 2- 3" straight hose (#3044)
- 4- #048 clamps (#4004)
- 1- Power steering cup w/ bracket (#20088)
- 4- M4 button head screws (#6072)
- 3- M6 flange nuts (#6002)
(3 used on 135i)
(2 used on 335i)
- 1- M6 x 35mm stainless button head (#6007)
- 1- Fender washer (#6010)
- 1- Grommet (#8026)
- 1- Front mount air scoop (#6082)
- 4- M6 x 10mm stainless button head (#6083)
(4 used on 135i for scoops)
(4 used on 335i, 2 scoop & 2 Air scoop bracket)
- 1- Air scoop support bracket *(335i only)* (#20096)
- 1- Instruction (10 Pages)

"injenonline.com"

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

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.

Injen Technology 244 Pioneer Place Pomona, CA 91768 USA

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

335i only →



Figure 3

Stock box shown in this picture



Figure 4

Carefully pull up and remove the engine cover.



Figure 5

Disconnect the MAF sensor.



Figure 6

Un-clip the 4 tabs holding in the upper half of airbox.



Figure 7

Loosen the clamp on intake tube using 7mm nut driver.



Figure 8

Lift and remove the upper half of air box out of vehicle.

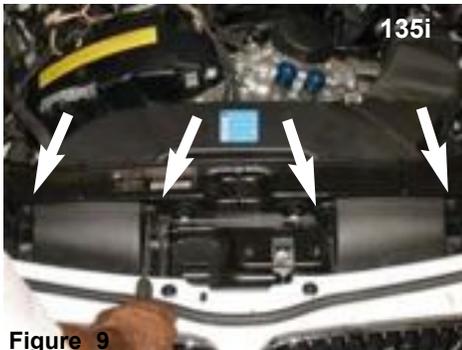


Figure 9

For the 135i only loosen and remove the four bolts holding the primary air scoops in place using t25 torx bit.



Figure 10

For the 335i loosen and remove the 2 bolts and 2 plastic push clips holding in the primary 1 piece air scoop using t25 torx bit.



Figure 11

The air scoops removed as shown above.



Figure 12

Pull back the 3 harness lines attached to the lower air box assembly.

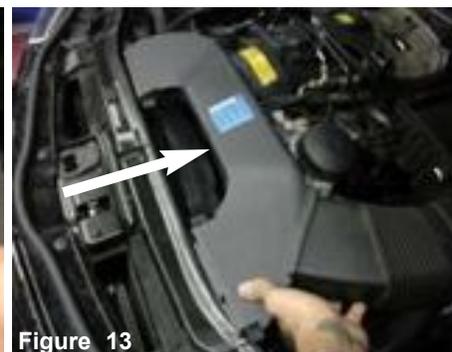


Figure 13

Lift up and pull back the the lower primary air scoop assembly.



Figure 14

Lift and pull up the lower air box assembly from the 3 grommets attached to the engine and remove.



Figure 15

With 10mm socket and ratchet, loosen the bolt holding in the intake tube on engine and remove.



Figure 16

Disconnect the crank case line harness.



Figure 17

Carefully pull back the crank case fitting from the engine using a small flat head screwdriver.



Figure 18

With T30 torx bit, loosen the screw holding in intake tube @ turbo housing.



Figure 19

Carefully lift intake tube and slide back towards fire-wall and remove. *Make sure you remove the rubber gasket on turbo housing.*



Figure 20

Loosen the 2 nuts holding in the power steering reservoir. Also, loosen the 10mm screw holding in the bracket.



Figure 21

With 10mm ratchet and extension, loosen the screw holding in the reservoir clamp.



Figure 22

Carefully pull the clamp apart, and slide making the 2 lines pass the clamp.



Figure 23

Remove the reservoir clamp from vehicle.



Figure 24

Loosen the 2 remaining nuts holding in the bottom of the bracket to the frame of vehicle. Pull harness away from bracket.



Figure 25

Carefully lift and remove the bracket from the vehicle.

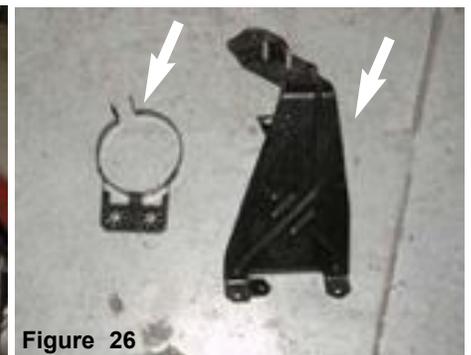


Figure 26

Once removed, you should have completely removed the power steering reservoir bracket and clamp from vehicle.

The Power steering reservoir bottle cup bracket and Injen power-scoop installed in the BMW 135i



Figure 27

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



Figure 28

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.



Figure 29

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



Figure 30

The 3/16" aluminum spacer is slipped over the m6 x 35mm bolt used to secure the reservoir bracket.



Figure 31

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.



Figure 32

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.



Figure 33

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



Figure 34

Install the reservoir into the cup and secure. **Note:** Make sure the reservoir bottle sits all the way down and tight.



Figure 35

Drill all the 4 holes out to 1/4" on the factory scoops to make the M6 screws able to pass through.



Figure 36

Secure the passenger factory side scoop using the M6 button head screws and 2 flange nuts behind the core support.



Figure 37

Install the driver side factory scoop, position the injen power-scoop to the back of the core support, locate the 2 inserts through the scoop. Secure the power-scoop using the 2 remaining M6 button head screws.

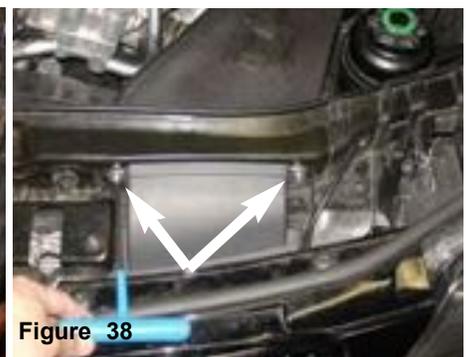


Figure 38

Tighten the 2 screws using allen key and secure. **Note:** This does not require the use of the air scoop bracket only, for the 335i.

The Power steering reservoir bottle cup bracket and Injen power-scoop installed in the BMW 335i



Figure 39

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

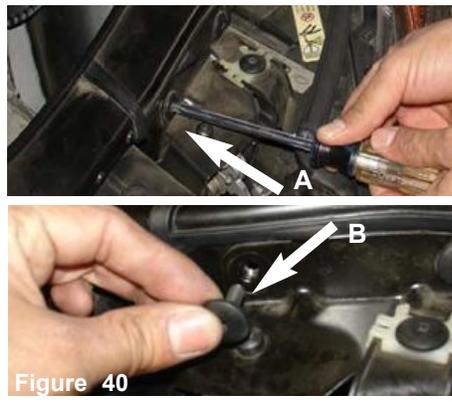


Figure 40

A) Loosen the bolt on left side of core support holding in headlight using T30 torx bit. B) Remove the bolt from vehicle.



Figure 41

Install the M6x35mm bolt through bracket, now install the spacer to the bolt. Position the bolt to the back side of the threaded insert from previous step.

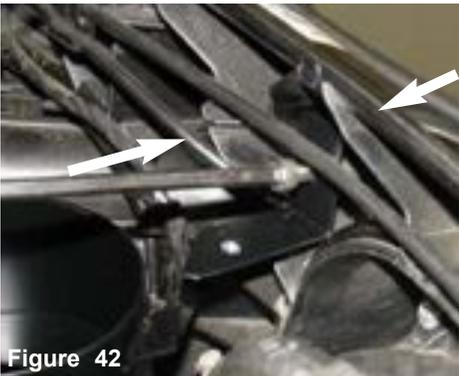


Figure 42

Make sure the spacer is used to preventing the bracket to distort. Tighten using allen key till bottoms out.



Figure 43

Use provided flange nut and secure the bolt. Tighten using 10mm socket and ratchet.



Figure 44

Install the reservoir into the cup and secure. **Note:** Make sure the reservoir bottle sits all the way down and tight.



Figure 45

Install the injen power-scoop only to see how you will only be able to line up the 1 hole closes to the power steering reservoir bracket. Remove the screw.



Figure 46

Drill both holes out to 1/4" on the factory scoop to make the M6 screws able to pass through.



Figure 47

Install the factory scoop, secure the passenger side using the M6 button head screw and flange nut behind the core support.



Figure 48

Position the injen power-scoop to the back of the core support, locate the 1 insert through the scoop. Secure the power-scoop using the M6 button head screw. Secure the plastic push clips to the factory scoop.



Figure 49

Install the Air scoop bracket to the power-scoop. secure using M6 button head screw.

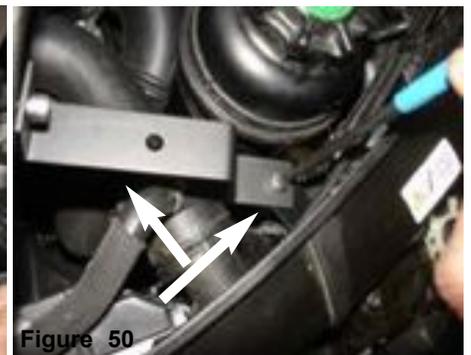


Figure 50

Position the bracket to the power steering reservoir bracket threaded insert. Secure using the remaining M6 button head screw and tighten. This will allow for support of the power-scoop. **(NOTE: you should have 1 remaining flange nut, please discard)**



Figure 51

135i power-scoop and reservoir bracket shown above.



Figure 52

335i power-scoop and reservoir/air scoop bracket shown above. **Note:** Remaining steps will be the same for both the 135i and 335i.



Figure 53

With clamps provided, install the 3" straight hose to the turbo housing.



Figure 54

Secure the clamp on the turbo housing only using 8mm nut driver.



Figure 55

With t30 torx bit, loosen the 2 screws holding in the crank case line. Carefully pull out and remove.



Figure 56

Install into the new lower assembly intake tube. Secure using the M4 button head screws provided.



Figure 57

Position the lower intake tube assembly into vehicle. Note: Very tight fit, position from firewall forward to the hose from step 56.



Figure 58

Position the tube and make sure it fits secure. Do not tighten.



Figure 59

Connect the crank case line on the engine side.



Figure 60

From step 15, use the factory bolt and provided fender washer to secure the bracket on engine. **Note: Make sure you use the fender washer.**



Figure 61

Secure the bracket and slide the slot on bracket forward so it stops and tighten using 10mm socket and ratchet.



Figure 62

Connect the Crank case line harness.



Figure 63

Install the 3" straight hose with clamps provided and attach to the end of the intake tube. Tighten on the tube only.

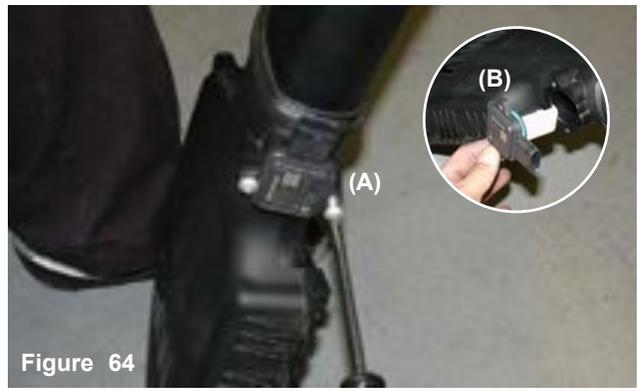


Figure 64

A) With t30 torx bit, loosen the 2 screws holding in the MAF sensor. B) Remove the MAF sensor.

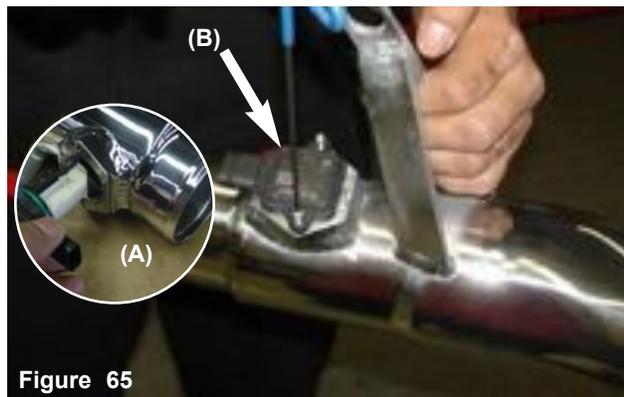


Figure 65

A) Install the MAF sensor into the new intake tube. B) Secure the MAF sensor using the provided M4 button head screws.

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Figure 66

A) Attach the grommet to the hole on the bracket. B) Install the upper intake tube assembly into the vehicle and position to the tube and factory airbox engine fitting.



Figure 67

Make sure that the grommet is installed and seated properly as shown in above photo.



Figure 68

Install air filter to the tube and tighten and secure.



Figure 69

Position for BEST POSSIBLE FIT. Note: This may need a lot of adjustment with both tubes. Make sure that the hood has clearance and the tube is not touching the fuel line below. Tighten all clamps using 8mm nut driver.



Figure 70

Re-install the engine cover.



Figure 71

135i install shown above. Adjust if necessary to have clearance.



Figure 72

335i install shown above. Adjust if necessary to have clearance.

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. Clean or replace the filter with an original Injen filter (can be bought on-line at "injenonline.com"). 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.