



Cyborg Intake System

“The World’s First Tuned air Intake System!”
 Factory safe air/fuel ratio’s for Optimum performance
 Injens tuning process covered by three U.S. Patents

Part Number SP1130
2008-10 BMW 535i 3.0L L6
Twin Turbo

- 1- Two piece intake
- 2- 3” Ea Nanofiber filter (#1017-BB)
- 2- m6 flange nut (#6002)
- 2- Fender washer (#6010)
- 1- m6 vibra-mount (#6020)
- 1- Male/female vibra-mount (#6028)
- 1- Instruction (5 Pages)

Note: All parts and accessories now sold on-line at :
“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 cold 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

Please check the contents of this box immediately.

Note: This intake system was Dyno-tested with an Injen filter and Injen parts. The use of any other filter or part will void the warranty and CARB exemption number.

Injen strongly recommends that this system be installed by a professional mechanic.



Figure 1



Figure 2



Figure 3
Stock air intake cleaner and air ducts shown in this picture. Before getting started with the installation, disconnect the negative battery terminal.

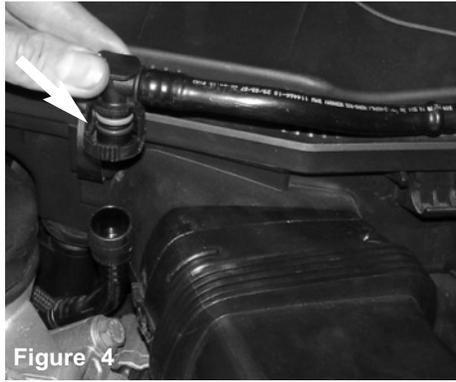


Figure 4
The brake vacuum line is removed

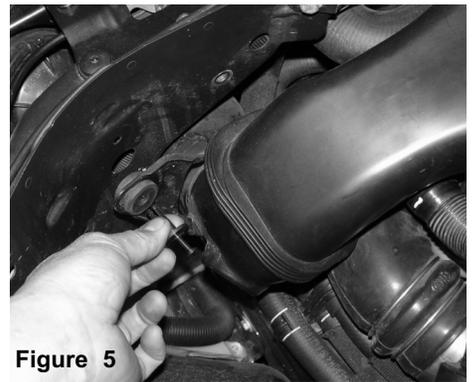


Figure 5
Loosen and remove the 10mm bolt that secures the air duct in place.



Figure 6
The air scoop is detached from the air box cleaner and pulled out of the engine compartment.



Figure 7
The front turbo inlet clamp is loosened from the air box cleaner.



Figure 8
The rear turbo inlet clamp is loosened from the air box cleaner



Figure 9
The entire air box cleaner is lifted from the stand-offs and cleared from the brake line.



Figure 10
Once the air box has cleared the brake line, continue to pull the air box out of the engine compartment.



Figure 11
Before moving to the next step, it is very important that you reconnect the vacuum brake line.

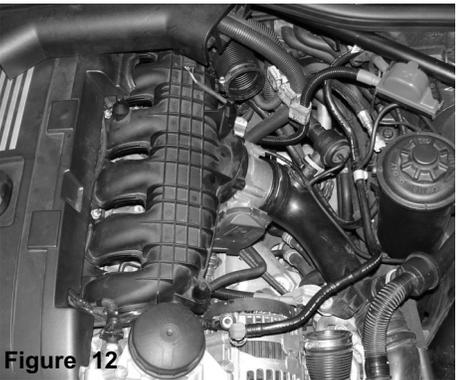


Figure 12
The air box cleaner and air ducts have been removed.

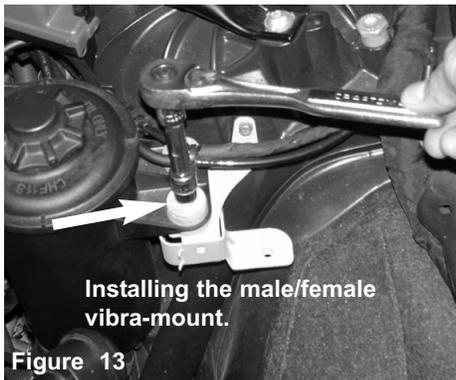


Figure 13
Installing the male/female vibra-mount.

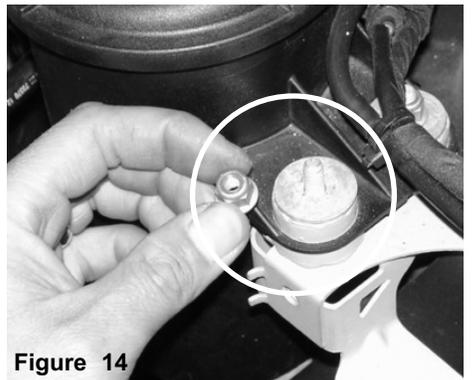


Figure 14
The m6 flange nut is removed from the reservoir bottle vibration mount.

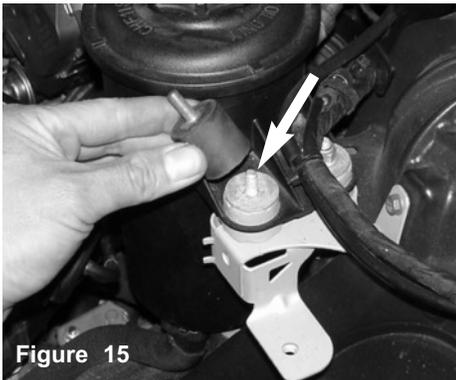


Figure 15

The m6 male/female vibra-mount is fastened over the stock vibration mount stud.



Figure 16

The male/female vibra-mount is fully fastened over the stock vibration mount.

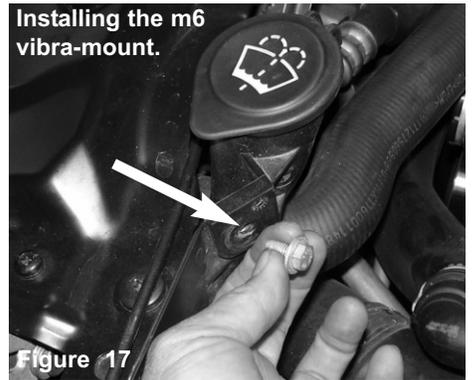


Figure 17

Remove the the m6 bolt from the radiator bracket as shown above.

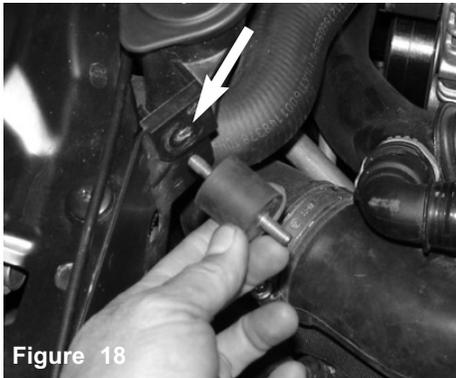


Figure 18

The m6 vibra-mount is aligned and screwed into the radiator brace.



Figure 19

The m6 vibra-mount is now installed.

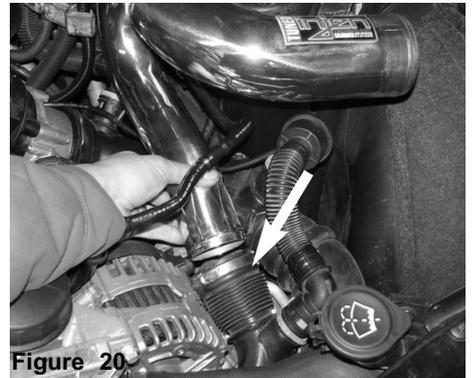


Figure 20

The primary intake is lowered into the engine compartment. As the intake is aligned to the turbo inlet, the intake bracket is aligned to the vibra-mount stud.



Figure 21

The intake bracket is aligned to the male/female vibra-mount as shown above. The m6 flange nut and fender washer are installed later in the instructions.



Figure 22

The secondary intake is now lowered into the engine compartment. The intake is aligned and pressed into the rear turbo inlet.



Figure 23

The secondary intake is aligned to the rear turbo inlet. As the intake is inserted into the turbo inlet, the intake bracket is aligned to the vibra-mount stud.

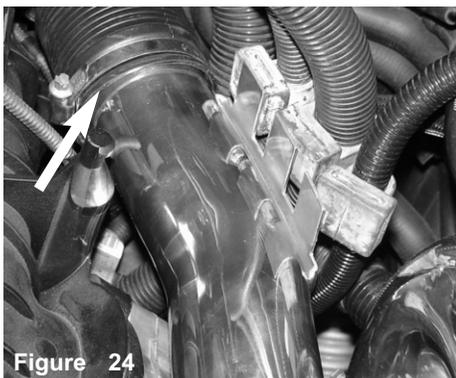


Figure 24

The secondary intake is fully inserted into the rear vibra-mount.



Figure 25

As the intake is inserted into the turbo inlet, the intake bracket is aligned to the vibra-mount stud.

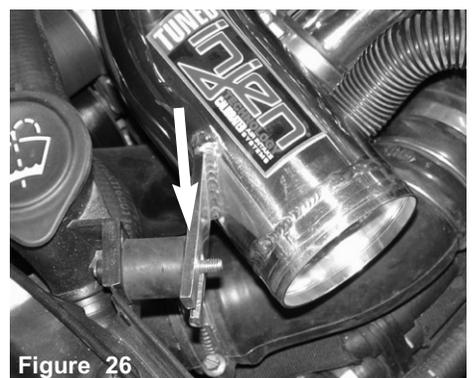


Figure 26

The intake bracket is sitting flush over the vibra-mount stud.



Figure 27

The fender washer and m6 flange nut is placed over the secondary intake vibra-mount stud as shown above.

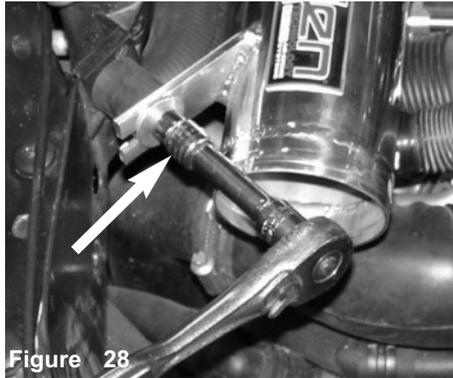


Figure 28

Use a 10mm socket or a nut driver to fasten the m6 flange nut.



Figure 29

The secondary intake is now secured to the vibra-mount stud



Figure 30

The rubber harness supports are aligned and pressed over the aluminum prongs>

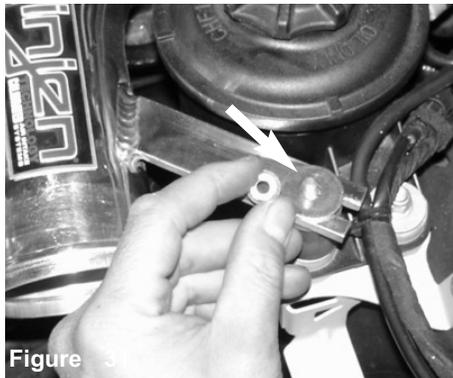


Figure 31

The m6 flange nut and fender washer are placed over the primary intake bracket as shown above.



Figure 32

A 10mm socket or nut driver is used to fasten the flange nut to the m6 vibra-mount.

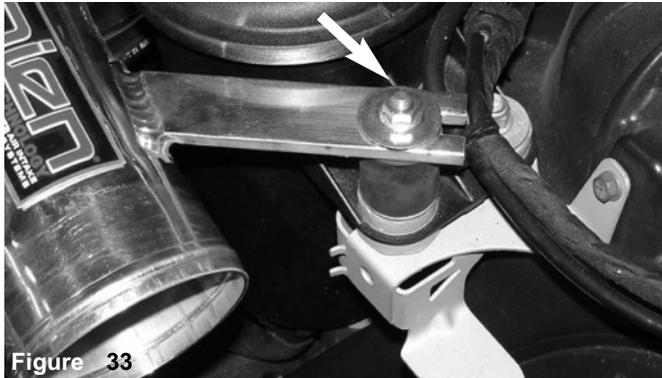


Figure 33

The primary intake bracket is now secured to the vibra-mount.

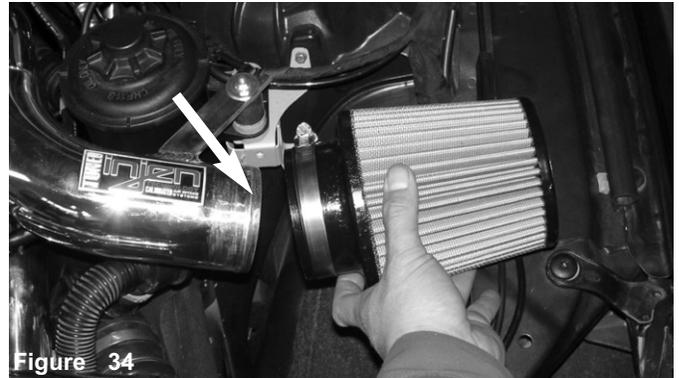


Figure 34

The filter is now aligned to the primary intake. Once the filter stops are butted up against the intake end, continue to tighten the filter neck clamp.

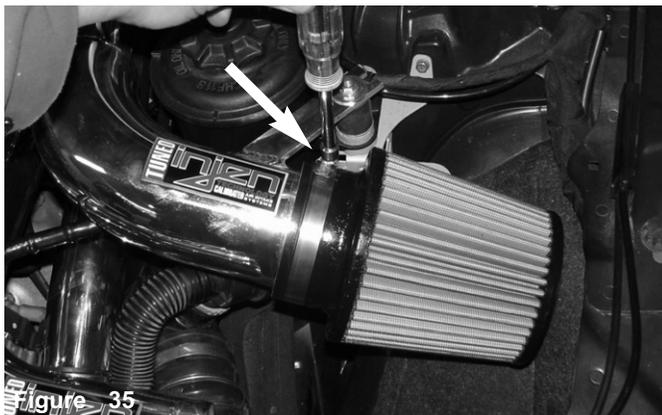


Figure 35

Use a 10mm press nut to fasten the filter neck clamp.

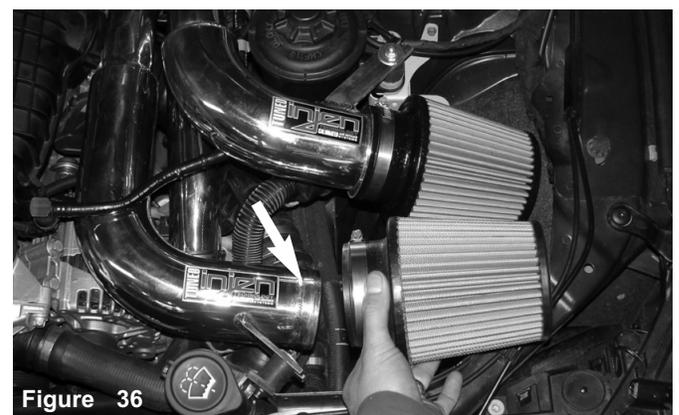


Figure 36

The secondary filter is now aligned to the secondary intake as shown above.



Figure 37

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



Figure 38

Congratulations! You have just completed the installation of one of the best air intake systems made.



Figure 39

Periodically, check the fitment of both intake systems. Normal driving conditions may loosen nuts, bolts and clamps causing intakes to shift resulting in damage to automotive parts.

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.