



BMS N54 Dual Cone Intake

Install Guide

Last Updated: 12/16/2015

Use subject to terms and conditions posted at <http://www.burgertuning.com/terms.html>

Part Number DCIN54

For the following BMW Models with 3.0L twin-turbocharged 6-cylinder engine applications:

2008-2010 135i coupe and convertible

2011 1-Series M-Coupe

2007-2010 335i sedan, coupe, convertible, incl. xDrive

2011-2012 335is coupe & convertible

2008-2010 535i sedan & sport wagon, incl. xDrive

2009-2012 Z4 sDrive35i and sDrive35is



NOTE TO CALIFORNIA CUSTOMERS:

An Executive Order (EO) self-adhesive label is required for passing a smog inspection test. The EO label should be placed on or near the device in the engine compartment so that the smog check technicians can verify the EO number.

Detach hose from airbox by squeezing base and lifting straight up, and pop hose out of airbox base clips



Detach harness by sliding rubber grommets up off air box. If needed use a small screwdriver to help break their seal and pry them up.



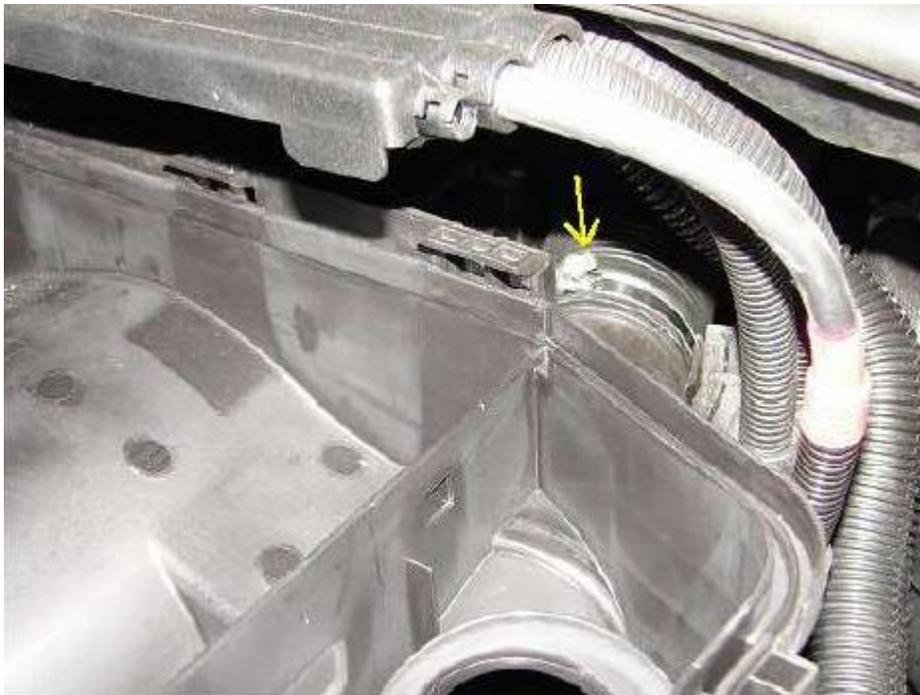
Remove T20 torx screws in the front of the factory cold air scoop.



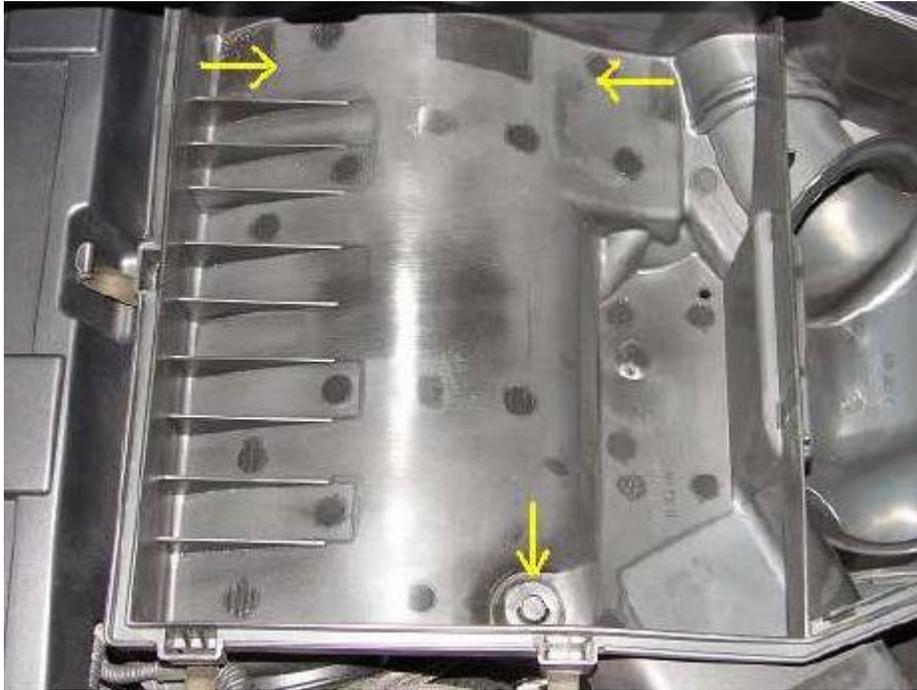
Detach snorkel by pressing in tabs and sliding away from airbox.



Loosen hose clamps holding inlet tubes to airbox. Many find it easier to pull the battery rail forward, or to remove the cowl entirely. For more detail on these optional steps refer to the JB4 install guide. A 1/4 socket drive (instead of a screwdriver) on the OEM clamps can also make the process easier.



The airbox assembly is held down by three rubber grommets. Carefully remove airbox by pulling up off the plastic tabs. It's generally easiest to stand on the driver side of the car and pull the airbox towards you, prying it off. Photo shown is with lid removed to show grommet locations. The lid does not need to be removed to remove the airbox.



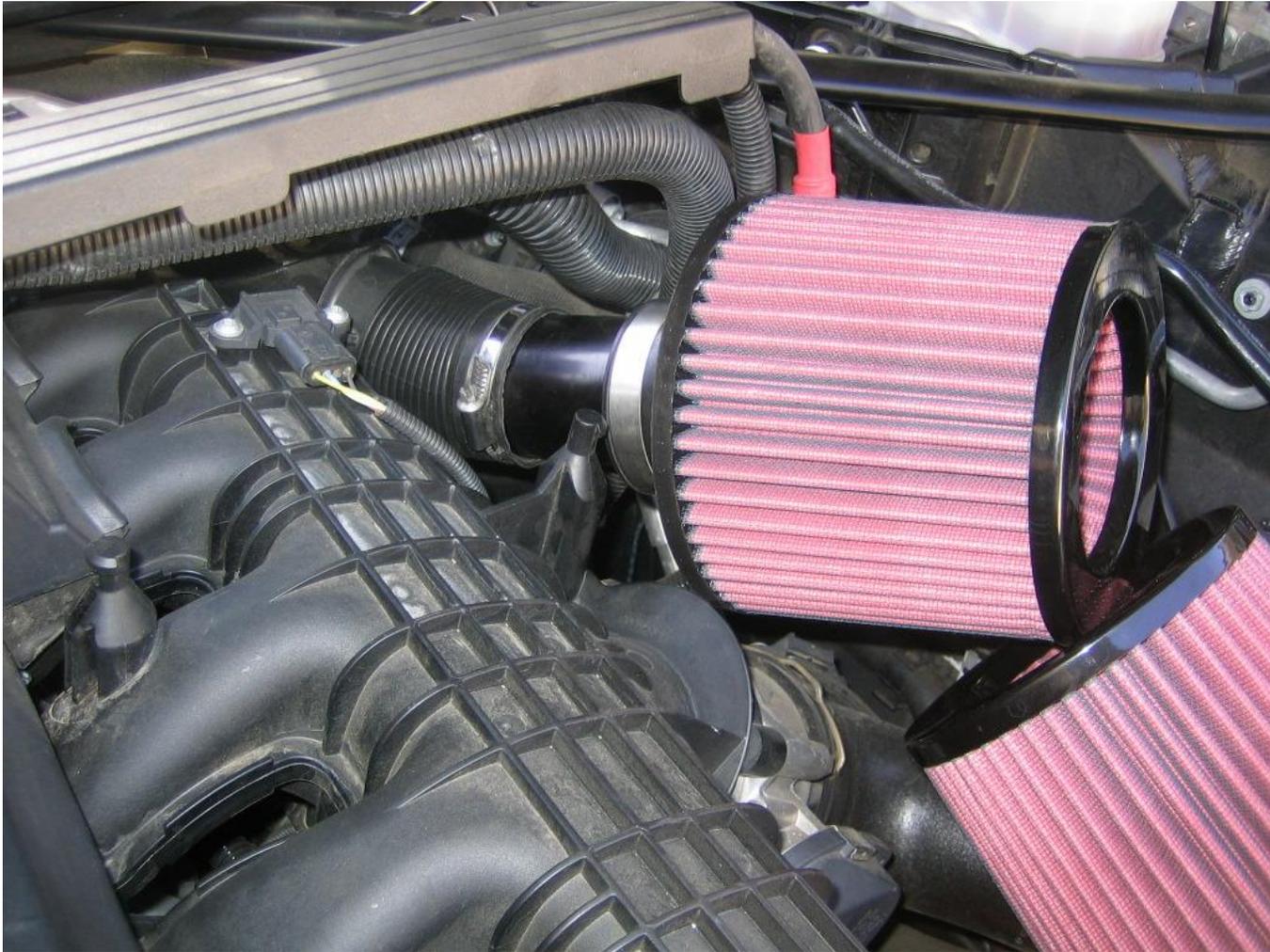
Insert the provided couplers in to each side of the filters and tighten the clamps. The clamps should be snug but take care not to over tighten as you can damage the filter base.



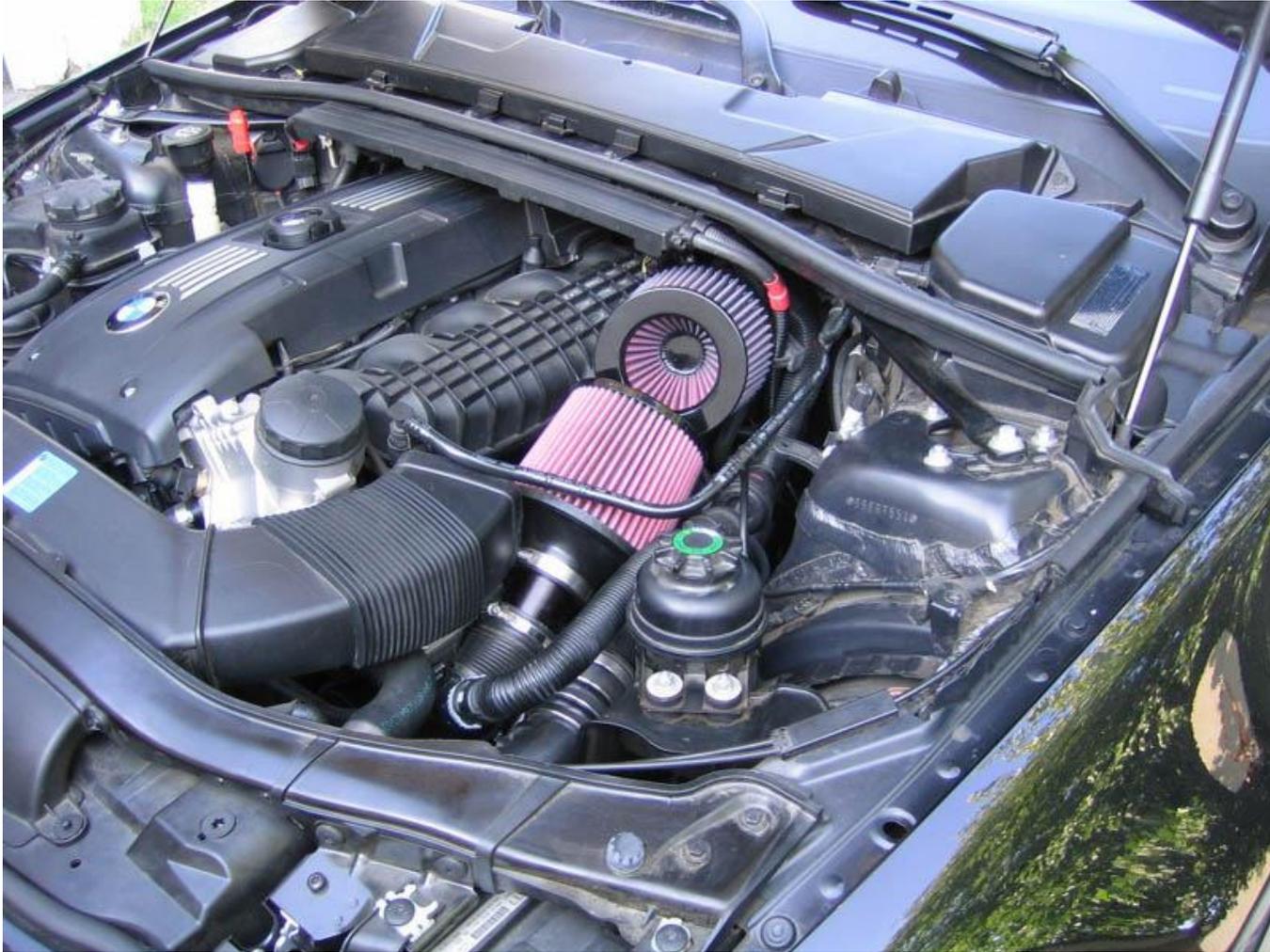
Insert the filter closed to the front of the car first. Slide the intake tube as far in to the factory accordion coupler as it will go, approx 1-2 inches. Tighten clamp.



Next position the rear filter. This is the trickiest part of the install process as room is limited and the filter will rub against the front filter and battery cables while being inserted. Stick with it and you'll get it! Having a friend hold the battery cables and front filter out of the way can help. Once inserted tighten clamp.



Finally, reinstall the factory cold air scoop, and reinsert hard plastic hose previously disconnected. If you removed the cowl you can reinstall it at this time.



Congratulations, installation is now complete!

For maintenance we suggest cleaning with a S&B or K&N brand filter kit every 10-20k miles. In addition you may use a vacuum cleaner to lift any loose dirt or debris off the installed filters in between cleanings.

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