

INSTALLATION INSTRUCTIONS

69-2027TS

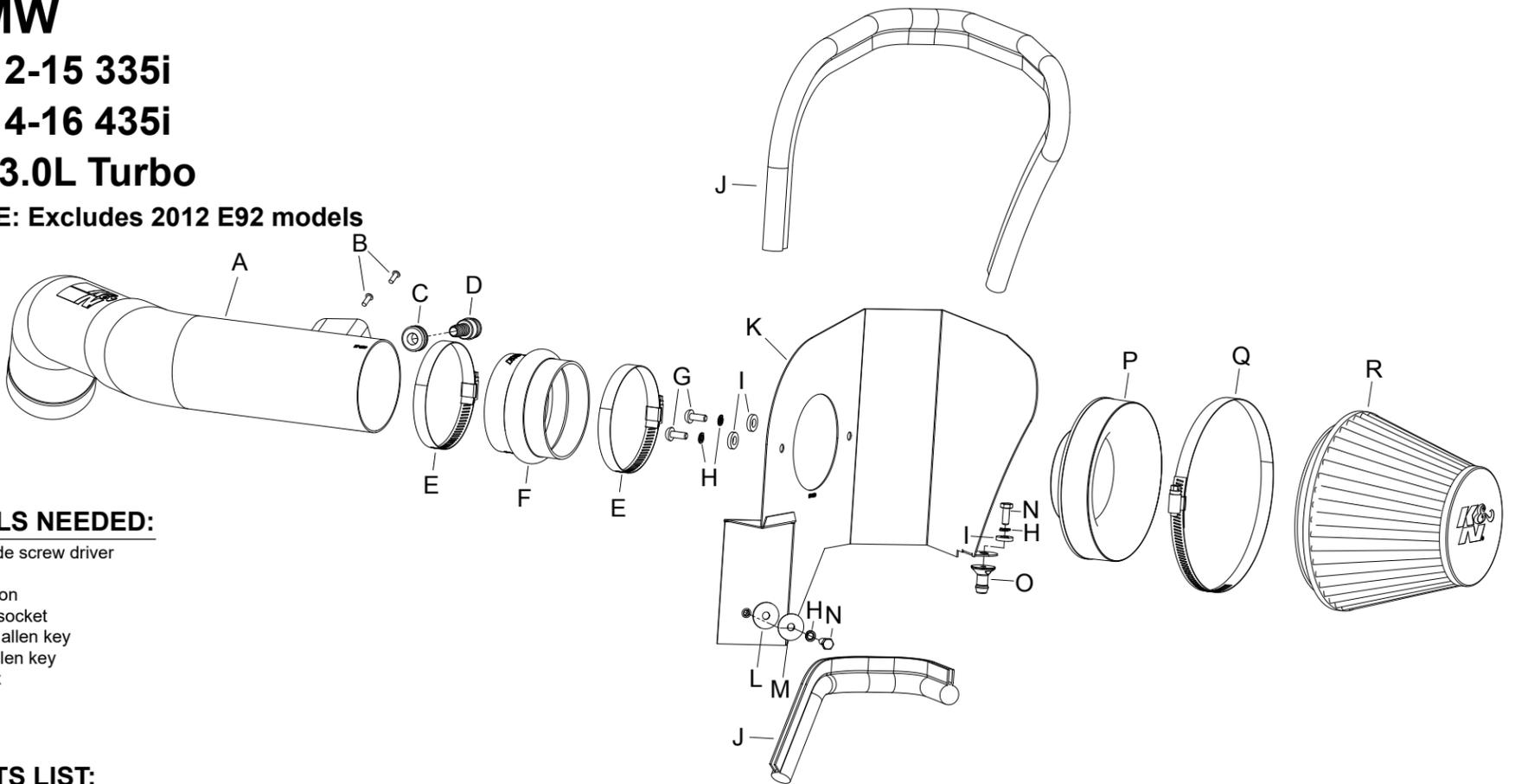
BMW

2012-15 335i

2014-16 435i

L6-3.0L Turbo

NOTE: Excludes 2012 E92 models



TOOLS NEEDED:

- flat blade screw driver
- ratchet
- extension
- 10mm socket
- 2.5mm allen key
- 4mm allen key
- t20 torx
- pliers

PARTS LIST:

Description	Qty.	Part #	Description	Qty.	Part #	Description	Qty.	Part #
A INTAKE TUBE	1	27629S	G BOLT; M6 X 1.00 X 16MM, SS	2	07730	M WASHER; 1"D X 1/4 HOLE	1	08160
B SCREW; M4- .7 X 12, BUTTON	2	07726	H WASHER, M6 SPLIT LOCK ZINC	4	1-3025	N BOLT; 6MM-1.00 X 16MM, SS	2	07812
C GROMMET; 7/16"ID	1	08092	I WASHER; 1/4"ID X 5/8"OD	3	08275	O MOUNT, PLASTIC AIRBOX	1	8-186-1
D HOSE MENDER; 3/4"OD QUICK	1	08643	J EDGE TRIM (46")	1	102487	P ADAPTER; UNIVERSAL, 6"	1	21512-1
E HOSE CLAMP #56	2	08620	K HEAT SHIELD	1	073203	Q HOSE CLAMP # 104	1	08697
F HOSE; 3-1/2" ID X 2-1/2" L	1	08699	L WASHER; 1" X .300 X .100	1	21685	R AIR FILTER	1	RC-5138

If you need any assistance please call 1-800-858-3333 to speak with a representative in our Customer Service Center before returning the product.

NOTE: FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE INTAKE TUBE, THROTTLE BODY AND ENGINE.

TO START:

1. Turn off the ignition and disconnect the negative battery cable.
NOTE: Disconnecting the negative battery cable erases pre-programmed electronic memories. Write down all memory settings before disconnecting the negative battery cable. Some radios will require an anti-theft code to be entered after the battery is reconnected. The anti-theft code is typically supplied with your owner's manual. In the event your vehicles anti-theft code cannot be recovered, contact an authorized dealership to obtain your vehicles anti-theft code.



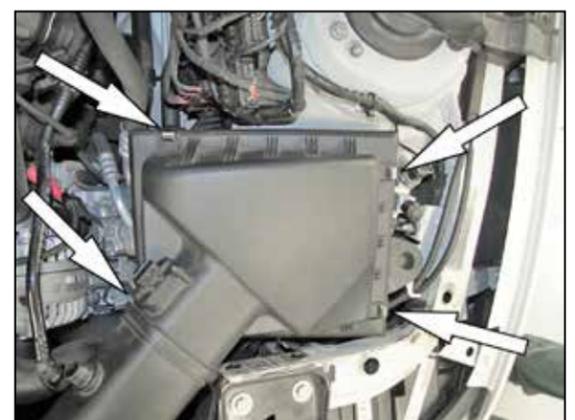
2. Disconnect the mass air sensor electrical connection.



3. Disconnect the crank case vent line from the port on the factory intake tube.



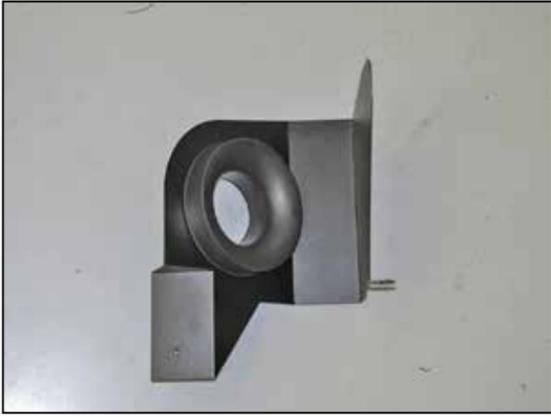
4. Loosen the hose clamp securing the intake tube to the turbo inlet.



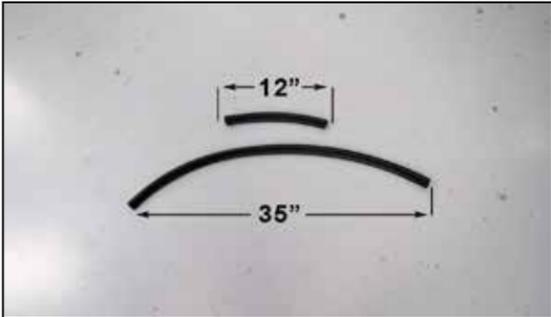
5. Release the four clips securing upper air filter housing to the lower housing. Lift off and remove the intake tube/air filter housing and factory air filter.



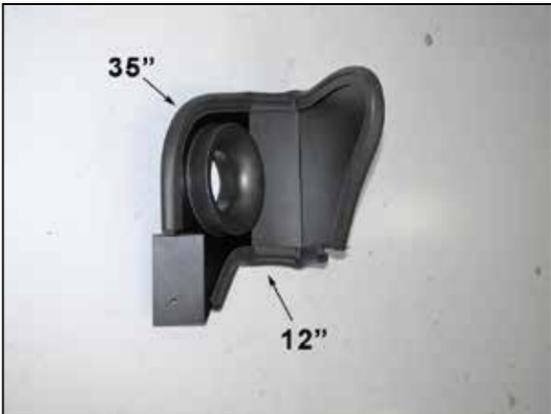
6. Lift up and remove the lower air filter housing from the inner fender.
NOTE: K&N Engineering, Inc., recommends that customers do not discard factory air intake.



7. Install the filter adapter into the heat shield and secure with the provided hardware.



8. Cut the provided edge trim into two sections of 35" and 12".



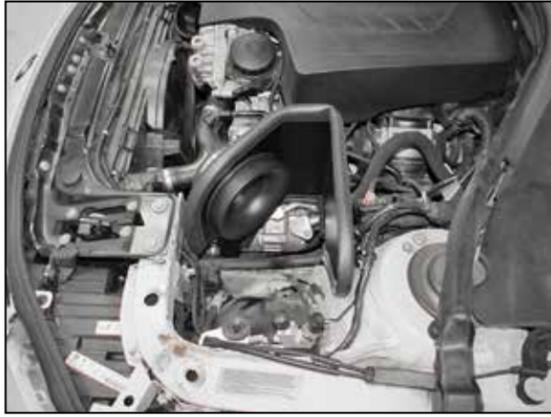
9. Install the edge trim onto the heat shield as shown.



10. Install the provided heat shield mount onto the heat shield as shown.



11. Install the provided coupling hose (08699) onto the filter adapter using the provided hose clamp.



12. Set the heat shield into position so the mounting stud engages with the factory air filter housing mounting grommet and aligns with the fresh air intake duct, secure the fresh air intake duct with the provided hardware but do not completely tighten at this time.



13. Install the provided grommet and quick disconnect fitting into the K&N intake tube as shown.



14. Remove the two screws securing the mass air sensor into the factory intake tube and then remove the mass air sensor from the housing.



15. Install the mass air sensor into the K&N intake tube and secure with the provided hardware.



16. Install the K&N intake tube into the factory turbo inlet tube and then into the filter adapter coupler hose. Adjust the tube and heat shield for best fit and then secure the hose clamps and heat shield hardware.



17. Connect the crank case vent hose to the fitting installed into the K&N intake tube and reconnect the mass air sensor electrical connection.



18. Install the K&N air filter and secure with the provided hose clamp.

NOTE: Drycharger air filter wrap; part # 22-8049DK is available to purchase separately. To learn more about Drycharger filter wraps or look up color availability please visit <http://www.knfilters.com>.



19. Reconnect the vehicle's negative battery cable. Double check to make sure everything is tight and properly positioned before starting the vehicle.

20. It will be necessary for all K&N high flow intake systems to be checked periodically for realignment, clearance and tightening of all connections. Failure to follow the above instructions or proper maintenance may void warranty.

ROAD TESTING:

1. Start the engine with the transmission in neutral or park, and the parking brake engaged. Listen for air leaks or odd noises. For air leaks secure hoses and connections. For odd noises, find cause and repair before proceeding. This kit will function identically to the factory system except for being louder and much more responsive.

2. Test drive the vehicle. Listen for odd noises or rattles and fix as necessary.

3. If road test is fine, you can now enjoy the added power and performance from your kit.

4. K&N Engineering, Inc., requires cleaning the intake system's air filter element every 100,000 miles. When used in dusty or off-road environments, our filters will require cleaning more often. We recommend that you visually inspect your filter once every 25,000 miles to determine if the screen is still visible. When the screen is no longer visible some place on the filter element, it is time to clean it. To clean and re-oil, purchase our filter Recharger service kit, part number 99-5050 or 99-5000 and follow the easy instructions.

LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES WHICH MAY NEVER BE USED, REGISTERED OR LICENSED FOR USE UPON A HIGHWAY.

See knfilters.com for CARB status on each part for a specific vehicle