

COBB®

FRONT MOUNT INTERCOOLER 2007-2012, E9X 335i, E8X 135i, 1M



Congratulations on your purchase of the COBB Front Mount Intercooler for your 2007-2012 E9X BMW 335i, 135i, 1M! The following instructions will assist you through the installation process. Please read through all of the instructions first BEFORE beginning the install and familiarize yourself with the steps and tools needed. If you feel that you cannot properly perform this installation, we HIGHLY recommend you take the vehicle to a qualified and experienced automotive technician.

Part List

- (1) Front Mount Intercooler
- (1) Inlet Coupler
- (1) Outlet Coupler
- (1) Elbow Pipe
- (4) T-bolt Clamps
- (2) Phillips 1.5" Screws
- (2) M6x20MM Hex Screws
- (2) Rubber Bushings
- (2) Stainless Steel Washers

Tools Needed

- 7mm socket
- 8mm socket
- 10mm socket
- 11mm socket
- Pliers
- T20 TORX
- T25 TORX
- Phillips and Flathead screw driver
- Socket Extensions
- Socket swivel

Removal of Stock Front Mount Intercooler:

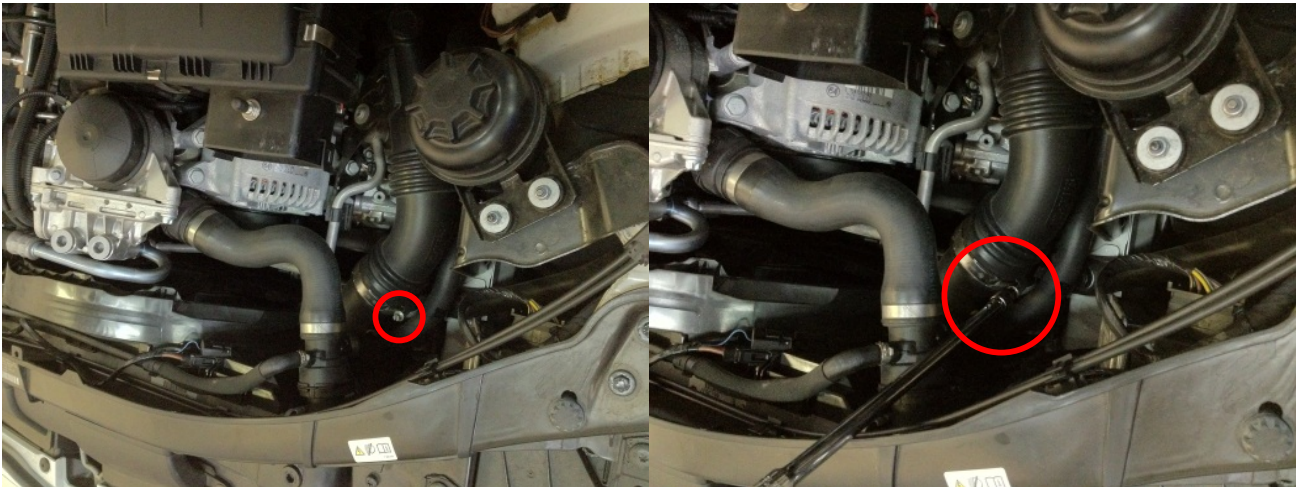
1. Remove the air intake snorkel. There are two (2) T20 screws that hold the snorkel in. Use a T20 TORX socket.



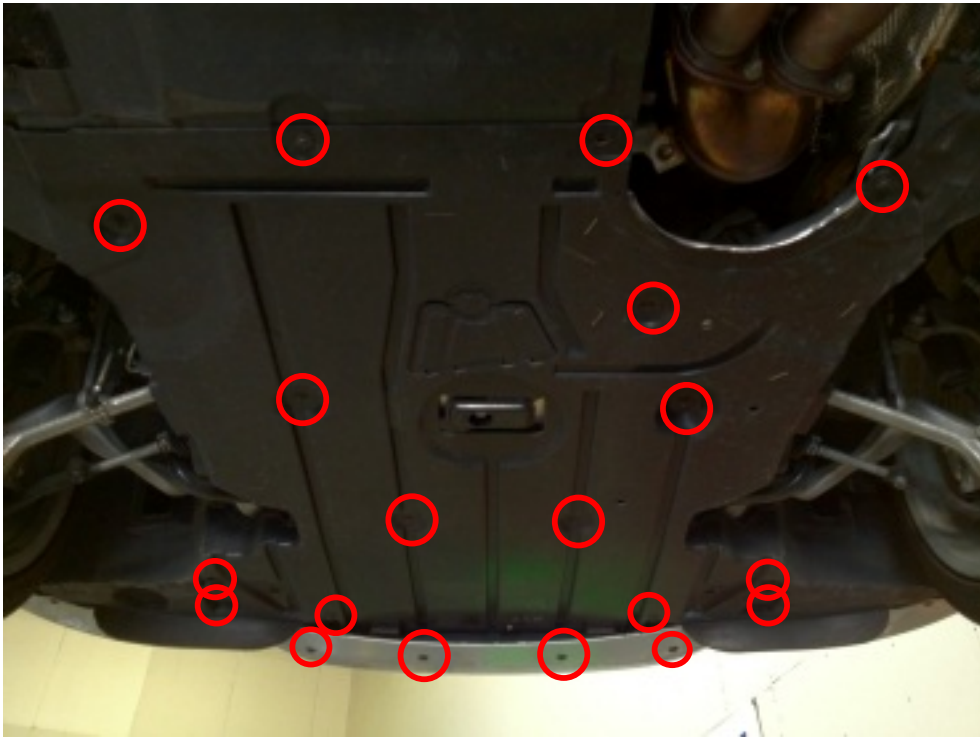
Use a flat head screwdriver to pull back on the tabs that hold the snorkel to the air intake box. Once pulled back, the snorkel can be pulled out.



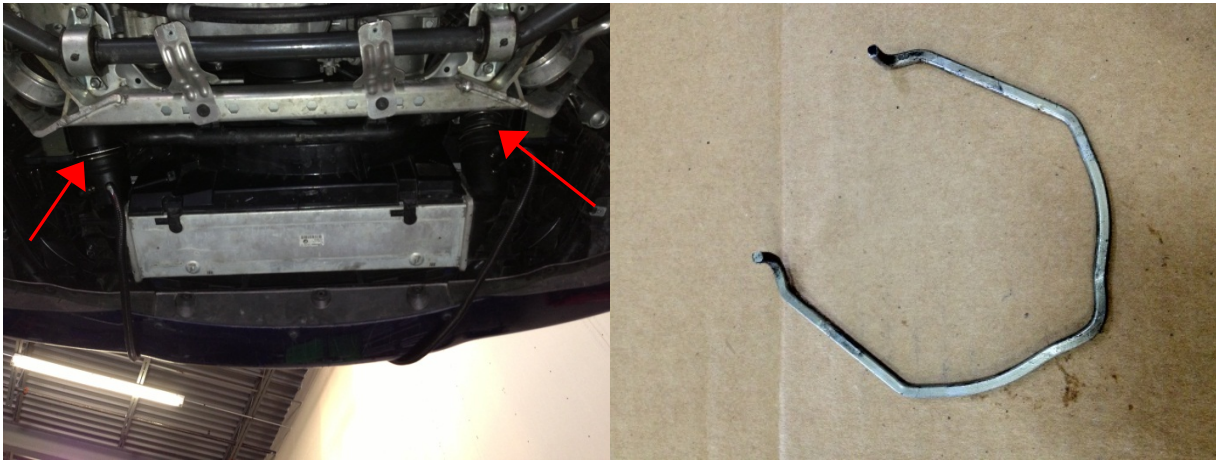
2. Loosen the factory worm clamp on the charge pipe and stock elbow pipe with a 7mm socket.



3. Remove the underbody plastic tray. The underbody tray is secured by 8mm screws. Remove the screws.



4. Remove the two (2) C clips on the stock FMIC using pliers. These clips are located on the outlets of the intercooler.



Start by using a set of pliers to pull back on the clip.

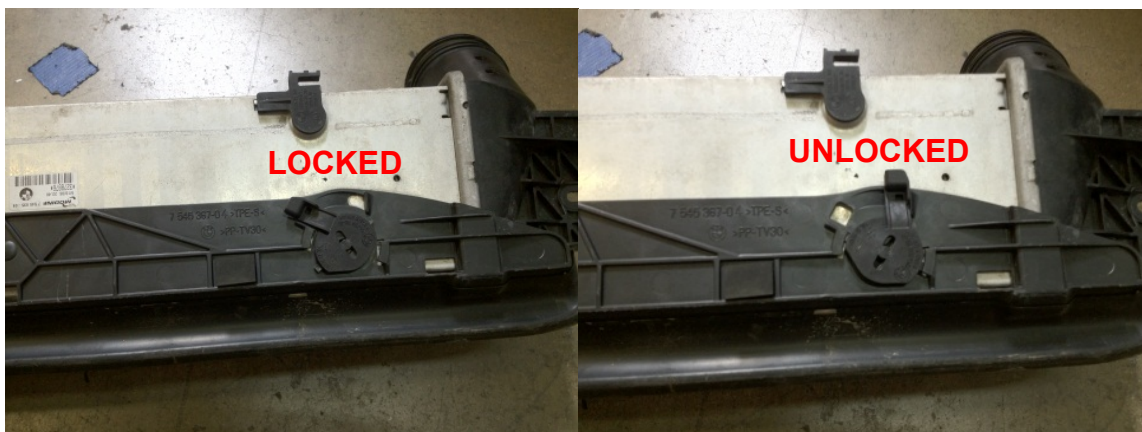


5. Position a stand or floor jack under the FMIC.

6. Loosen the inlet coupler and outlet elbow from the intercooler using a flat head screwdriver.



7. Unclip and remove the plastic piece that is on the bottom of the stock intercooler. To do this there are two tabs that need to be unlocked.



8. Unscrew two (2) T25 TORX bolts that secure intercooler to the fan shroud. Once the bolts are removed, the only thing holding the intercooler up will be the elbow pipe and OEM inlet coupler that are loosely supporting the intercooler.



9. Lower the intercooler and remove from vehicle.

10. Remove the factory turbo outlet coupler. The factory coupler should be held together to the turbo outlet pipe via a metal band. On the metal band there should be a saw/zipper pattern. Using a screwdriver gently pry at the saw/zipper pattern until the metal band pops loose. Now the factory inlet coupler can be removed. **Note: Be gentle with the screwdriver because it is connected to the turbo outlet pipe which is made out of aluminum and can be easily bent. Another alternative is using a dremel to cut the metal band but once again, caution must be used.**



11. Remove the factory elbow pipe.



The factory worm clamp that connects the elbow pipe to the charge pipe should already be loosened at this point. Start from above the car and push back on the charge pipe and pull on the elbow pipe until it is freed from the charge pipe.

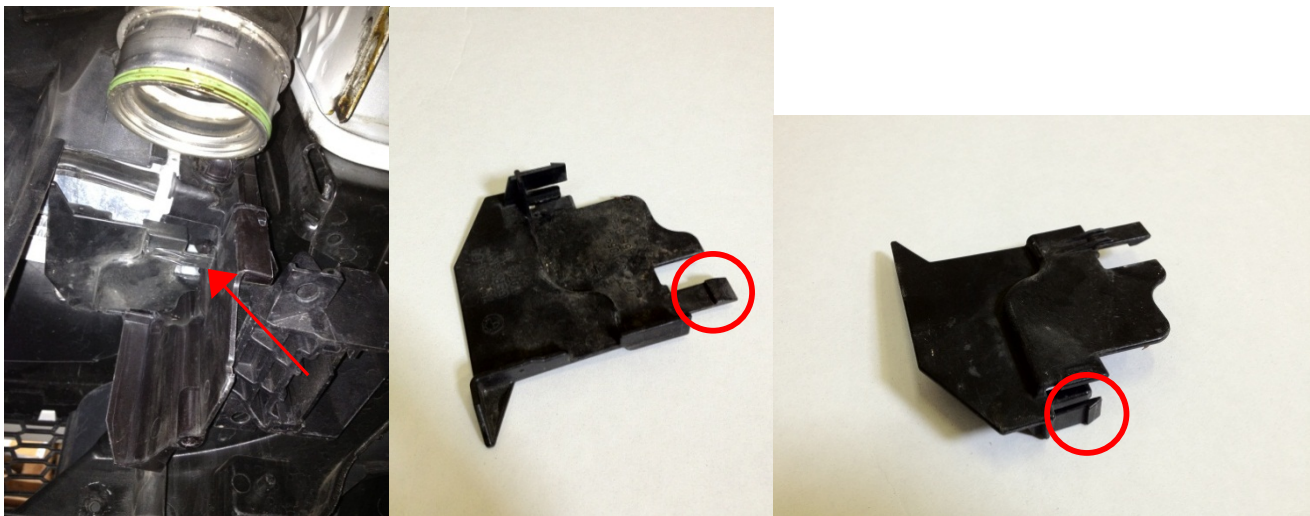


Next, the factory elbow pipe will need to be removed from the rubber grommet hold it to vehicle. From above the car, pull on the elbow pipe upwards to free the elbow pipe from the grommet.



Once freed from the grommet, you will need to wiggle and snake the elbow pipe out from below the car. It will be a tight fit.

12. Remove the passenger side plastic bracket. This will require some wiggling and the use of a screwdriver. This piece needs to be removed or the FMIC will not fit properly. Be aware of the tabs that hold this piece in. Push back on the tabs with the screwdriver and the bracket will easily come out.



Installation of the COBB Front Mount Intercooler:

1. Install the new outlet coupler onto the COBB elbow pipe. Use an 11mm socket to lightly tighten the T-bolt clamp so the coupler can still move but will not fall off. Try to roughly match the shape of the OEM charge pipe. **Note that there are two (2) different size T-bolt clamps for this FMIC kit. The two (2) large T-bolt clamps are for the inlet and outlets of the FMIC. The two (2) smaller sized ones are for the elbow pipe and the turbo outlet pipe.**



2. Take the elbow pipe and coupler assembly and snake it up to the charge pipe from below the car. Make sure the T-bolt can be accessed from below for final tightening.



3. Lower the car and slide the elbow pipe into the charge pipe coupler. Lightly tighten the charge pipe worm clamp from above the car with a 7mm socket. You will tighten this at the end of the installation.



4. Lift the car back up and install the turbo outlet coupler onto the turbo outlet pipe. Tighten the T-bolt clamp with an 11mm socket but make sure that the clamps are loose enough to allow the silicone coupler to move. Position the coupler such that the larger outlet is facing downwards towards the ground.

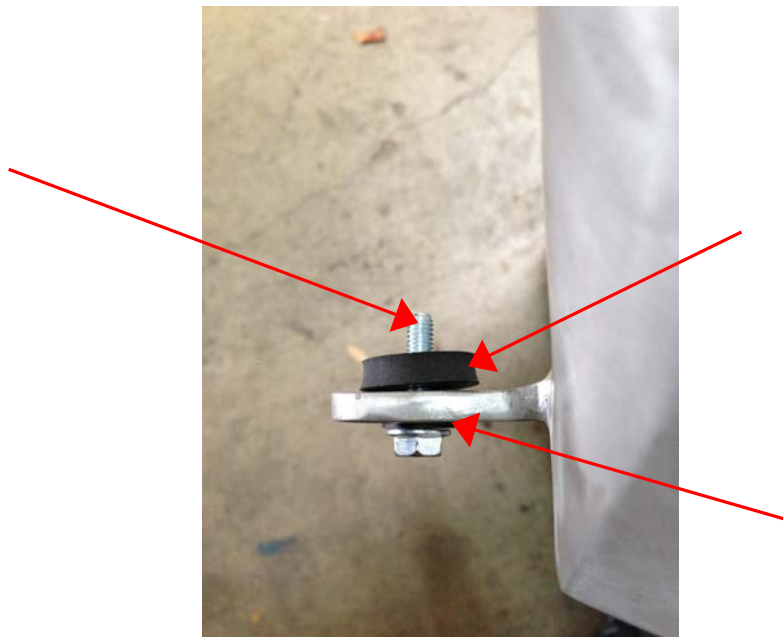


Screw

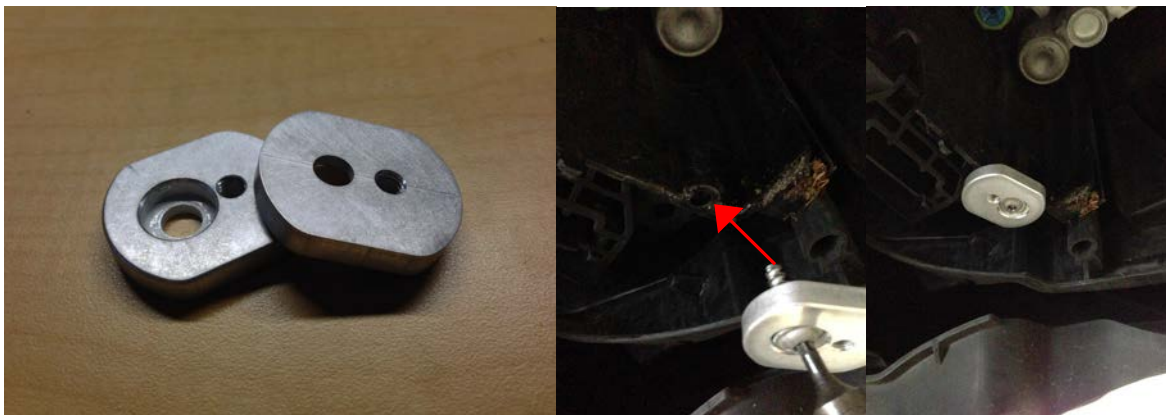
- Put one T-bolt clamp over each end tank inlet and outlet on the FMIC **Rubber Bushing**



- Supplied are two (2) rubber bushings and two (2) fender washers. Use the supplied fender washers between the screw head and bracket and the rubber bushing between the bracket and car chassis. These rubber bushings are meant to reduce vibrations to the FMIC. For the 3 Series, please use the 1.5" Phillips screw in the kit as a replacement for the OEM screw. For the 1 Series, use the M6x20MM hex screw instead.



(For the 1 Series) An adapter bracket is required because the intercooler cannot sit as far forward as it can in the 3 Series so the mounting point must be shifted back. Begin by installing the adapter bracket to the OEM mounting locations on the fan using the OEM T25 TORX screw.



7. Put the FMIC on a stand or floor jack and raise the intercooler up towards the car. Pull back on the radiator fan and possibly the bumper. The fitment should be tight but the fan shroud should allow the FMIC to push back on it.
8. As the FMIC is raised into position, pull back on the elbow pipe coupler and adjust the turbo outlet coupler to make sure both couplers fit over the intercooler end tank holes. There are also two tabs on the bottom of the FMIC core that are meant to slide over the fan shroud. Make sure that the tabs are properly secured when the FMIC is lifted into place.



9. For the 3 Series, use a Phillips screwdriver now to secure the screws lightly on the FMIC to the fan shroud. **Note: Be gentle because the threads on the fan shroud are plastic. Repeated use and too much torque may cause the threads to strip.**



(For the 1 Series) Use a 10mm socket to drive the M6x20mm hex screw into the adapter bracket.



10. Wiggle and adjust the inlet coupler to the turbo outlet piping. Make sure the coupler is over the bead-rolled edges on both the end tank and turbo outlet pipe. Then tighten both of the T-bolt clamps. The use of a swivel socket will make things much easier here. Do not over tighten the clamp on the turbo outlet as it could crush the aluminum tube.



11. Next adjust the elbow coupler to the elbow pipe. Check for any leaks. Make sure that the coupler is over the bead-rolled edges on the end tank and the elbow pipe. Also check to make sure the elbow pipe, couplers and clamps are not interfering with any engine components such as the serpentine belt, pulleys or hoses. When satisfied, tighten down the T-bolt clamps.



12. Double check all T-bolt clamps, couplers and tighten the mounting screws. Make sure all clamps are tightened sufficiently and that the couplers are properly seated over their respective inlets. **Failure to secure couplers and T-bolt clamps properly may result in a boost leak which can give error codes. In some cases, the clamps on couplers can blow off under higher boost pressures. This is often caused by loose clamps or clamps that are not positioned properly behind the bead rolls.**
13. Reinstall the underbody panel using an 8mm socket.
14. Finally, lower the car and tighten the worm clamp that secures the elbow to charge pipe coupler using a 7mm socket.
15. Congratulations! You have completed the installation of the COBB FMIC for your E9x BMW. Go out and enjoy!