



INSTRUCTIONS

**BMW E90, E92
335i 2007 -**

Active Autowerke Exhaust DOWN PIPE

- Tools Needed:**
- Metric Sockets
 - 3/8" Ratchet, extension
 - Metric wrenchs
 - Torx sockets
 - 22mm Wrench for O2 sensor
 - WD-40 lubricant
 - Lift recommended

The Active Autowerke Exhaust DOWN PIPE is designed for optimum performance with the intended use for OFF ROAD use application such as a designated raceway.



Take off the lower engine cover by removing the 8mm screws(16 screw total).



Remove downpipe to exhaust bolts (4 – 12mm bolts)



Remove stock exhaust brace(stock = 1 - E10 torx bolt / AA exhaust = 1 – 13mm bolt)



Bottom of car showing Splash Guard removed



Remove both bolts holding the power steering rack on the subframe and pull it forward and down a little to make space to reach the downpipes(2 – E12 torx and 2 – 16mm nuts)



Same as above.



Pull power steering rack out of mounting holes and pull forward and down to make space.



Power steering rack moved out of the way. Do not disconnect steering coupling, just let it hang down.



Remove the first heat shield bolt, next to passangers side power steering rack boot, and bend down/back to move out of the way(1 – t25 screw)



Heat shield moved/bent out of the way.



Oxygen sensor/downpipe view after removing power steering rack and moving power steering

rack boot heatshield.



Label oxygen sensors and remove them.(B1 = Bank 1, B2 = Bank 2 but you can label them whatever way is easiest)



Carefully remove both oxygen sensors and move out of harms way.



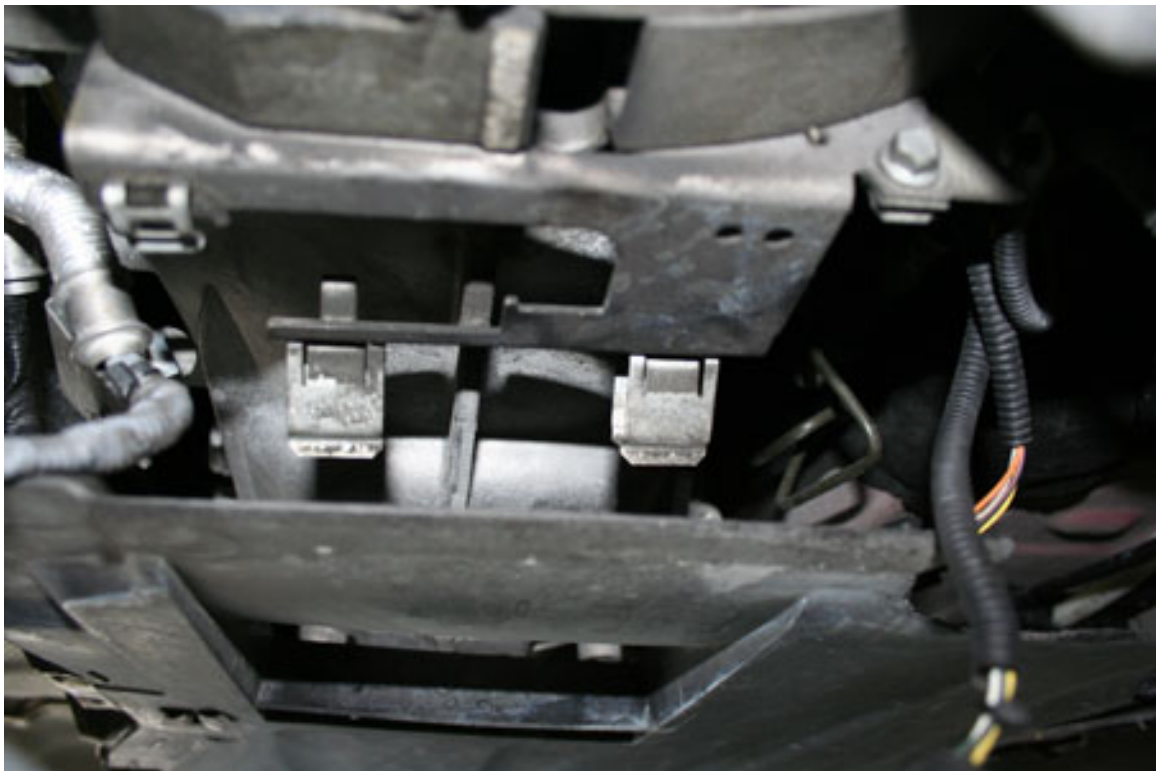
Pull/pry exhaust down and back until the downpipe bolts are free.



Downpipes with exhaust pulled back/down out of the way



Remove 2 – 13mm nuts holding downpipes to bracket, and bend the bracket forward a little.



Disconnect the 2 rear oxygen sensors(they only plug in one way, but be sure to mark the oxygen sensors themselves as they are bank specific.)



Remove the bolts from the downpipe v band clamps(one 13mm bolt per clamp), and remove both downpipes, beginning with the forward downpipe and then the rear downpipe.



Downpipes removed.



Another shot of the v band clamp when downpipe is removed.



View of engine compartment with both downpipes removed.



Stock downpipes removed.



New AA downpipes



Stock downpipes vs. AA downpipes



Remove the rear oxygen sensors from stock downpipes and reinstall into your new AA downpipes. It is suggested that one be done at a time so they don't get mixed up.



Position both clamps on the turbos and install both downpipes. The rear downpipe goes in first, then followed by the front downpipe. Loosely install the bolts on the V-BAND clamps to hold the downpipes in place.



Both downpipes and v band clamps with bolts loosely installed. Do not tighten anything until both downpipes are installed and all nuts/bolts/brackets are in place. Make sure that the position of the clamp is the same as when it was taken off, failure to do so can cause clearance problems with the wastegate.



Carefully bend the downpipe brackets when putting in the downpipes, and then bend them back

until bolt holes and guides align properly.



Bracket after bending back into position to line up bolt holes and guides.



Install the nuts and bolts provided for the downpipe bracket.



Carefully reinstall the front oxygen sensors, remember they had been marked, so don't mix them up!



Make sure both downpipes align correctly with the exhaust.

If the pipes appear to be too close to each other, a vibration may develop. Loosen BOTH Turbo V-Band clamps and other mounting points on the Down Pipe. With the use of a pry bar, adjust the clearance space between the down pipes, then retighten in this position.



Another view of both downpipes in place.



Install the two gaskets supplied along with the nuts and bolts from downpipes to exhaust.
Make sure that both downpipes are not touching each other. If they are, slightly pry them away from each other and tighten into place.

Tighten the v band clamps at the turbos at this point.

Tighten the downpipe brackets,
Tighten the downpipe to exhaust bolts.

Reinstall the mid pipe bracket.
Reinstall the steering boot heatshield.
Reinstall the power steering rack.
Reinstall lower engine cover.

- Check all clearance and tightness of all clamps and related hardware
- Check for proper rear muffler tips alignment to rear valance opening both height and centering
- Make adjustment as needed then tighten all bolts and clamps
- Perform road test

Thanks for purchasing and installing a Active Autowerke exhaust system. Being all stainless you can enjoy many years from this performance product.

If you have any questions, please contact anyone at Active Autowerke:

Active Autowerke

9940 SW 168 Terrace
Miami, Florida 33157, USA

Phone : 305.233.9300 - www.activeautowerke.com - info@activeautowerke.com



INSTRUCTIONS

DPP - Down Pipe Patch

Tools Needed: 8 mm socket
Philips screwdriver
Medium size flat blade screwdriver
Small flat blade screwdriver
Small sharp pick
Small pliers
Cigarette lighter for shrink wrapping

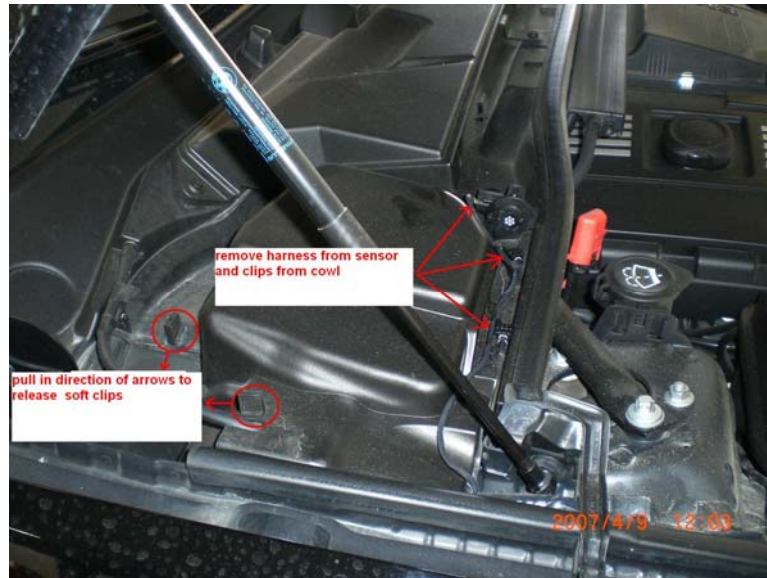
Step 1: removal of cowl cover on left side

Locate the left cowl cover as shown in the picture, slide off the soft clip and release the hard clip at the front. Put the cover aside for re-installation later.



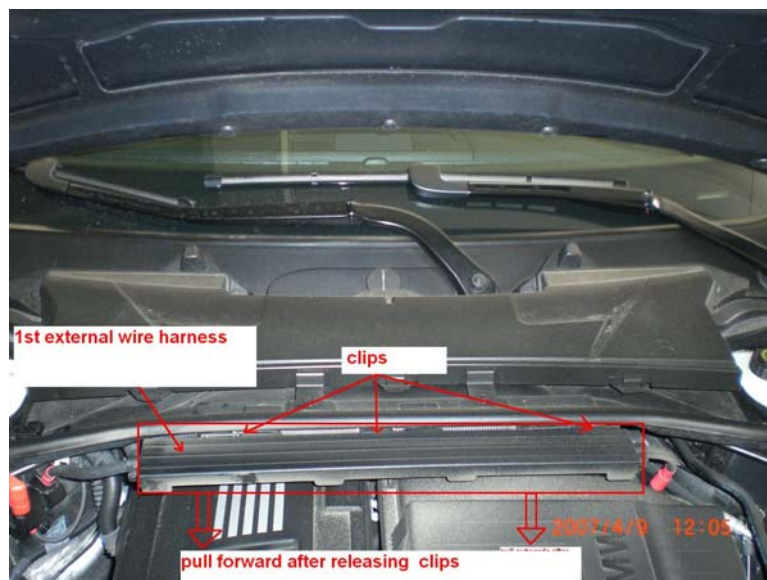
Step 2: removal of cowl cover on right side

Locate the right side cowl cover as shown in the picture, slide off the soft clip and release the hard clip at the front. Put the cover aside for re-installation later



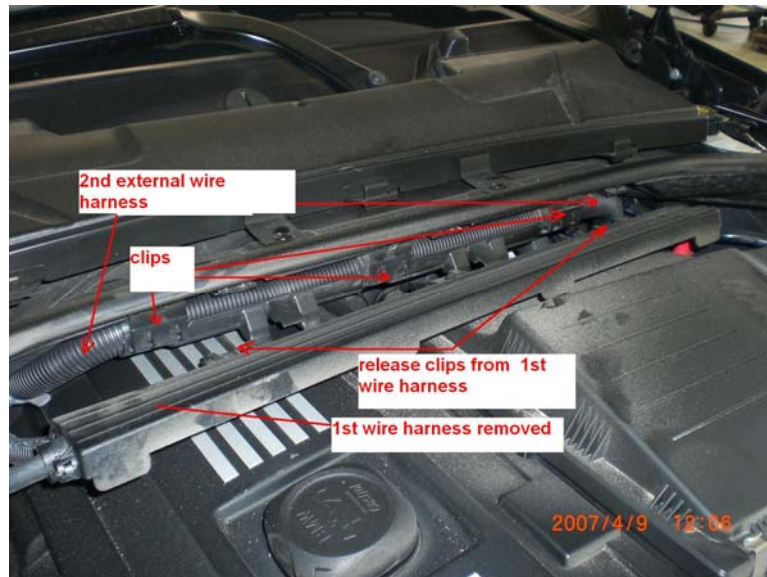
Step 3: removal of center cowl cover 1st external wire harness

Locate the 1st external wire harness as shown in the picture, press on the clips and slide the harness forward



Step 4: removal of the 2nd external wire harness

After removing the 1st wire harness, locate the 2nd wire harness as shown and release the clips, fold them down and remove the wire harness from the holders



Step 5: removal of center cowl cover screws and cover

Locate the 8m.m. head screws as shown in the picture and remove them, lift the cowl slightly and pull forward to release it from the windshield base, lift away the cover and set aside for re-installation later.



Step 6: removal of E-Box cover

Locate the white plastic cover (E box cover) and release the 2 locking clips as shown, plus the 2 releasing clips, remove the cover.

Note: when re-installing this cover be careful and make sure that it sits flat before locking the clips, check by pulling up on the cover, you do not want to have any problems with water or moisture entering the E Box



Step 7: Locate the factory DME as shown by the pics and diagram

Locate the 2 connectors on the DME.

Important!!!

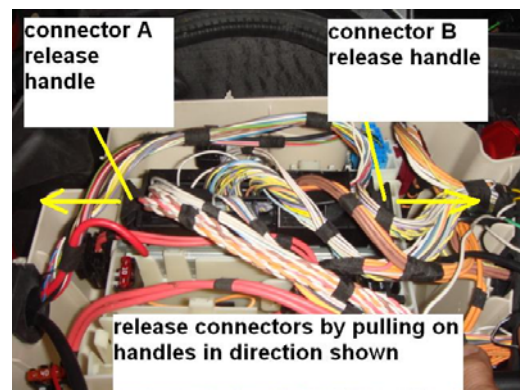
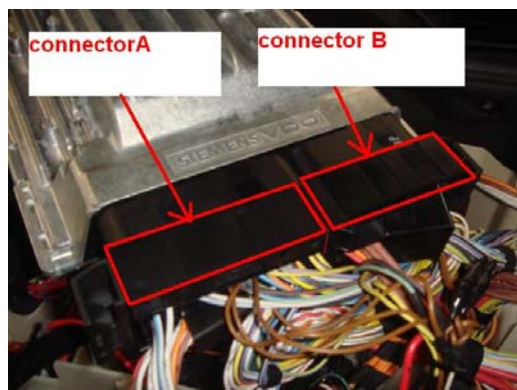
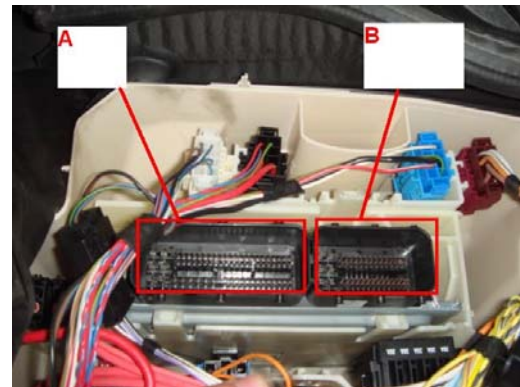
We have designated them as connector A and B, they both have 2 smaller connectors inside of them, we will designate these as “sub-connectors”:

Sub-Connectors A1 (black one with 44 pins) and A2 (white one with 44pins) inside of A

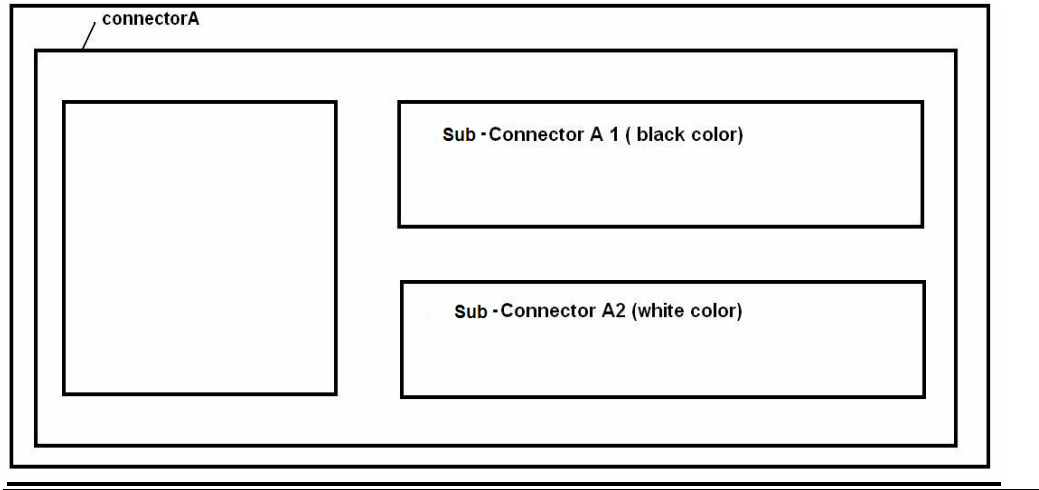
Sub-Connectors B1 (grey one with 26 pins) and B2 (black one with 26 pins) inside of B

You will be modifying all 4 sub-connectors

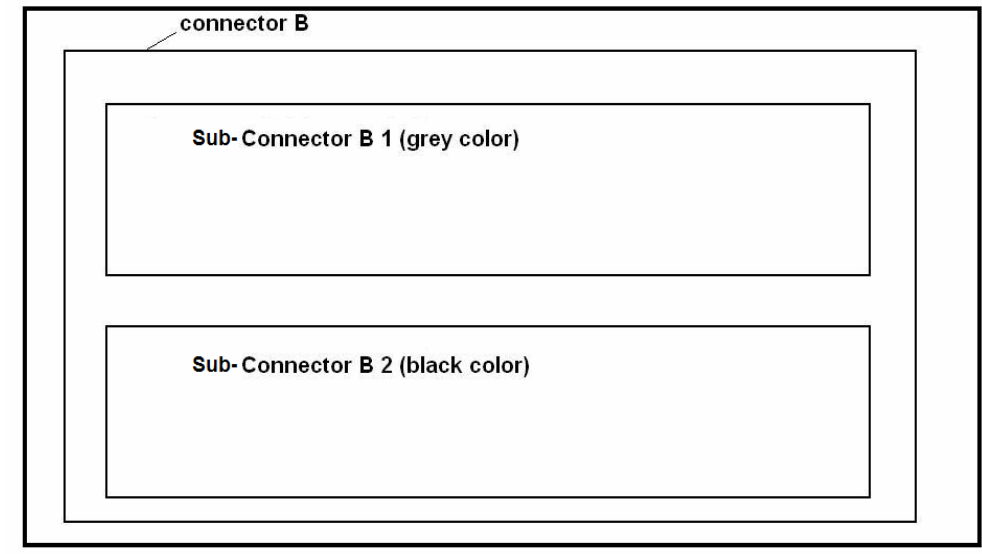
Release the connectors A and B as shown in the diagrams



Sub-Connector A1 and A2 inside of connector A

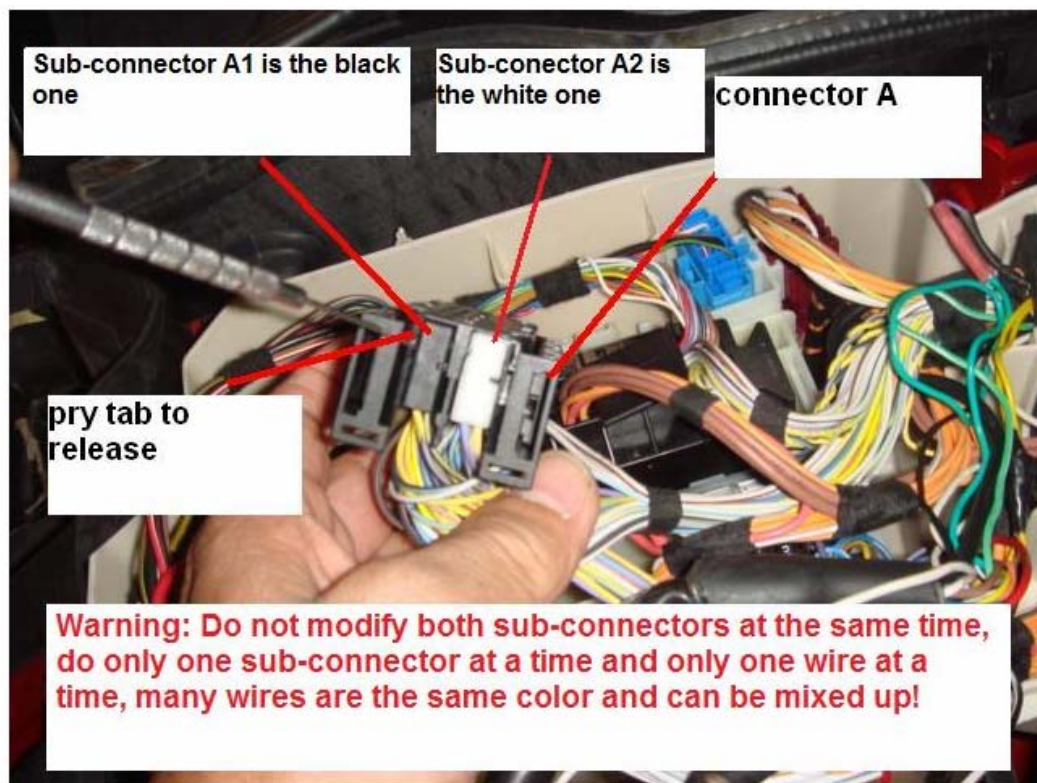


Connector B1 and B2 inside of connector B



Step 8: remove sub-connectors A1 and A2 from A

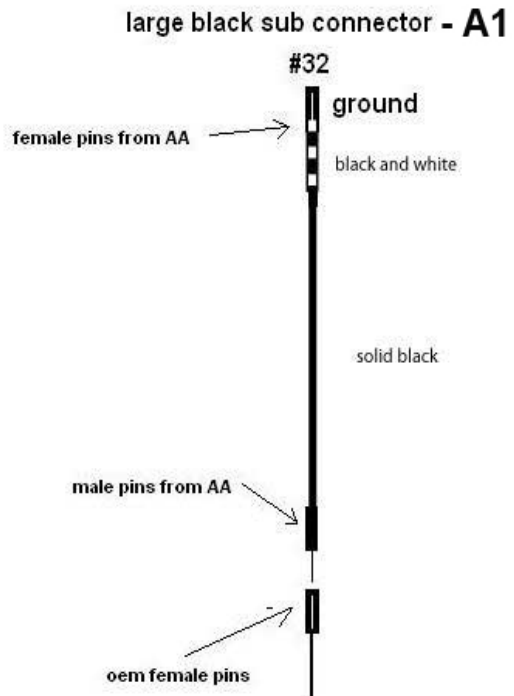
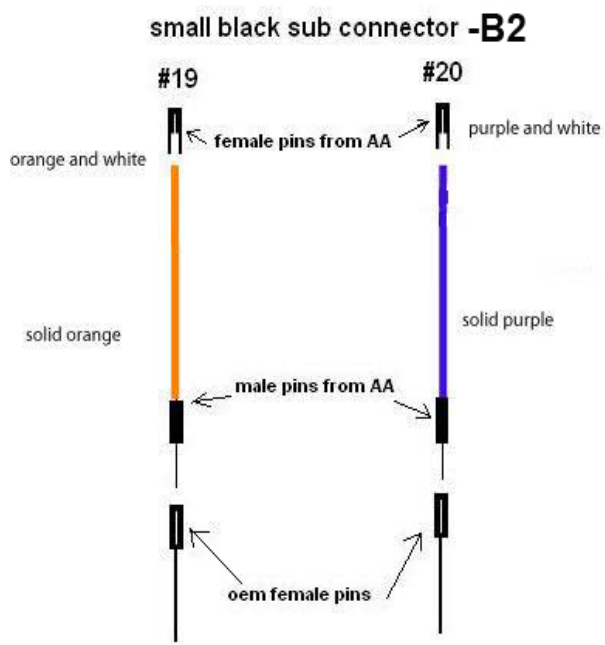
Locate Connector A and remove sub-connector A1 (black sub-connector) from it by prying the release tab, slide A1 (black sub-connector) away from A as shown in the picture. Locate A2 sub-connector and slide out in the similar manner.



Take A1 and locate the slot numbers in the connector, they are numbered from 1-22 on one side and 23-44 on the other side.

It is very important to locate the correct number slot before removing the wire, use the diagram below to assist you.

Use the supplied heat shrink tubing to insulate the connection between the OEM wires and the DPP connecting wires.



DPP - Down Pipe Patch for BMW 135i, 335i
