

# ***Shark Injector***

## Frequently Asked Questions

### **How does the Shark Injector work exactly?**

The Shark Injector's software replaces portions of the stock BMW software. When the button is pressed, the Injector reads the stock software and stores it for later retrieval if necessary. It also records the VIN and other required information. Then it programs the DME with its new tuned Shark files. After programming, the Shark Injector verifies that the transfer of data was completed.

### **Does the Shark Injector cause any Check Engine lights?**

No. The Shark Injector is only refining certain parts of the BMW software to maximize the greater potential of higher octane fuel. Changes are made to the timing and fuel maps to achieve this. If the Check Engine light does appear, it's telling you there is a problem with something else – not caused by the Shark Injector.

### **Can the Shark Injector damage my ECU?**

No. The procedure that the Shark Injector follows is not much different than the one BMW uses to update your car. As long as you follow and understand the instructions the procedure is painless and transparent. In the end, this is software that is being loaded into the car; the hardware remains the same.

There is a limit to how many times a BMW computer can be programmed. Once the limit is reached it will not accept any more files and will need to be replaced or reset. We advise keeping unnecessary flashes to a minimum.

### **Does the Shark Injector void my warranty?**

No. Federal law prohibits a manufacturer from voiding a warranty simply because aftermarket parts are present. The installed aftermarket part has to be the cause of a failure on the warranty part (the Magnuson-Moss Warranty & Federal Trade Commission Improvement Act). Oftentimes, it's not BMW themselves that say a warranty is voided, but rather an uninformed or stubborn dealer that is unwilling to support the owner. In over 20 years of selling BMW software we have never had a warranty-related failure.

According to BMW's own literature on the subject, "the BMW warranty on a component is void due to a modification where *the modification, alteration or installation of an aftermarket part was directly responsible for the failure*" [emphasis added]. In other words, the aftermarket part has to be the direct cause of a failure; its presence alone is not grounds for voiding the warranty.

### **What's the USB port for?**

The USB port is part of a feature planned for the future. At this time, the USB port is only used for initial programming.

### **Do I really need a battery charger?**

Yes! The installation of the Shark Injector requires power from the battery. It needs more power than the battery can provide on its own. This is why a battery charger is necessary. You will not be able to install the Shark Injector without the charger. The Shark checks voltage several times and will stop programming if voltage is too low.

NOTE: "trickle chargers" or chargers that shut off after a period of time are not acceptable. The charger must be on and provide a continuous 10+amp charge throughout the installation!

### **What octane fuel should I use?**

The minimum octane is 91. However, on certain models the Shark Injector is offered in a higher octane setting of 93. If you selected the 93 octane version you must ensure nothing less than 93 is used.

### **Is the Shark Injector tuned for any other upgrades?**

Generally speaking, the Shark Injector is compatible with standard “bolt-on” modifications such as a cold air intake or exhaust. Upgrades such as sport cams, headers, or larger air flow meters will work better with software written specifically for those upgrades. For some models we have specific Shark Injector software for specific upgrades.

### **Will my engine ping/pre-detonate with the Shark Injector?**

Pinging/detonation/knocking can occur with or without the Shark Injector installed. The greater cause of this issue is the quality of the fuel available to you. Some Shark Injector files will advance the timing to a degree that your engine will knock. Your car is equipped with knock sensors, however, so the risk of permanent damage to the engine is very low. However, discontinue use of the Shark Injector (uninstall it) and contact the dealer you purchased it from.

### **Does the software “go away” over time and will the Shark need to be re-installed?**

No. BMW software is adaptive to your driving habits and environment but the Shark Injector software never disappears from the computer.

### **Will the Shark Injector work on a car with an automatic transmission?**

Yes, however, in some cases the transmission computer needs to be disconnected during the install. It will not alter the transmission’s programming. The shift points and maximum allowed rev limit remain the same as before. All of the benefits of the Shark Injector are there – including the horsepower gains.

### **Will the Shark Injector work with Euro software?**

No. European-spec cars – and the software used on them – were not available in the U.S. The software in a European DME will be different than on a US car and the Injector will not install. In some cases the actual hardware was different as well. The Shark Injector will work on cars that are sold for the U.S. and Canadian markets only. It will only work with US/Canadian software.

A note about DIY flashing: in the last few years a large number of in-house BMW diagnostic and programming software has found its way to the Internet. These are the INPA, Progman, WinKFP, ISSS, and other pirated software. Please be aware that this software is very dangerous in the wrong hands and its misuse can seriously damage or affect your DME and other electronics. Prior use of these tools can affect the OBD communication as well as the Shark Injector and prevent it from installing or communicating with the car.

### **Is it possible to “share” the Shark Injector?**

No. Because the Shark Injector needs information that is specific to your car, it cannot be used on another car. The Shark Injector will give Error Code 162 if it has been previously installed on another vehicle.

A note about eBay and buying from classifieds: the Shark Injector is designed to be used on only one car at a time. Once it is used on a car it cannot be used on a different car. The Shark Injector can be reset and reused but only if it was first uninstalled from the first car. A small fee will apply to reset a used Shark Injector.

### **How do I know if my car has been Sharked?**

At the end of the installation, one or both of the LEDs will illuminate. For an UPGRADE, the green LED will be lit. For a RESTORE, the green and the red LED’s will be on.

### **How do I un-install the Injector?**

Follow the same procedure as you did for installation. When doing a Restore function you will see both the green and red LED lights light up at the end.

**What should I do when my Check Engine light or Service Engine light comes on?**

The Shark Injector does not block or impede OBD access. You can read and reset codes just like it was stock.

**What do I do when I have to take the car to the dealer?**

If your car needs to visit the dealer you should advise them that performance software is installed. If they offer you a new version of BMW software you should uninstall the Shark Injector first. New software is not always necessary and you can always refuse it.

**What do I do when I have to have a state inspection?**

In most cases, you don't have to remove the Shark Injector to pass state inspections. In rare cases, the state requires performance upgrades to be state-certified and please be aware that the Shark Injector is not certified with any US state or federal agency. Check your local laws for more information. "Race" or "no-cat" software is not legal for any street-driven vehicle and Shark Injectors with these software tunes are not designed to pass any emissions testing or inspection.

**Is it legal in California?**

The Shark Injector is not CARB-certified or legal for sale or use in the state of California on any pollution-controlled motor vehicles.