



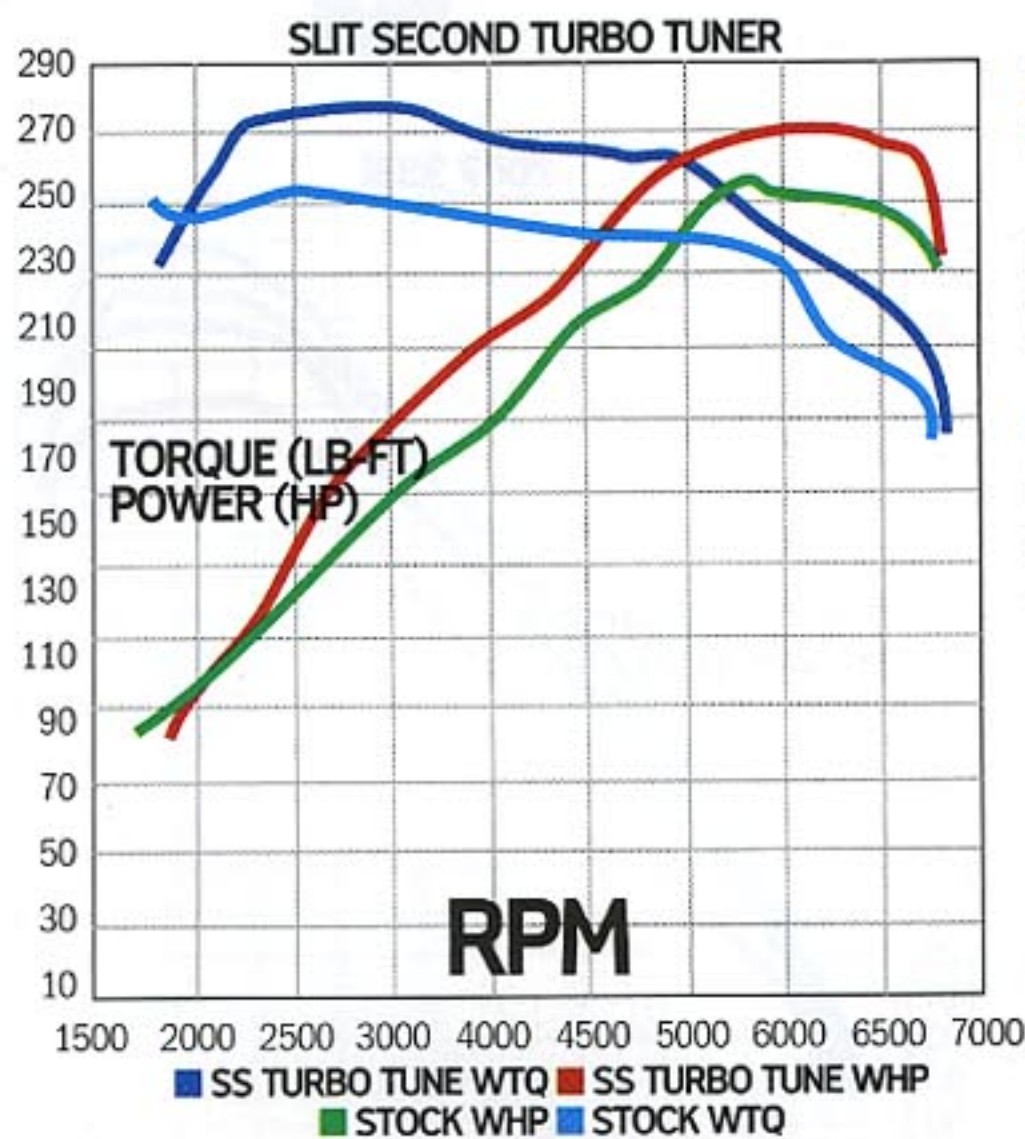
Official Fuel of
european car



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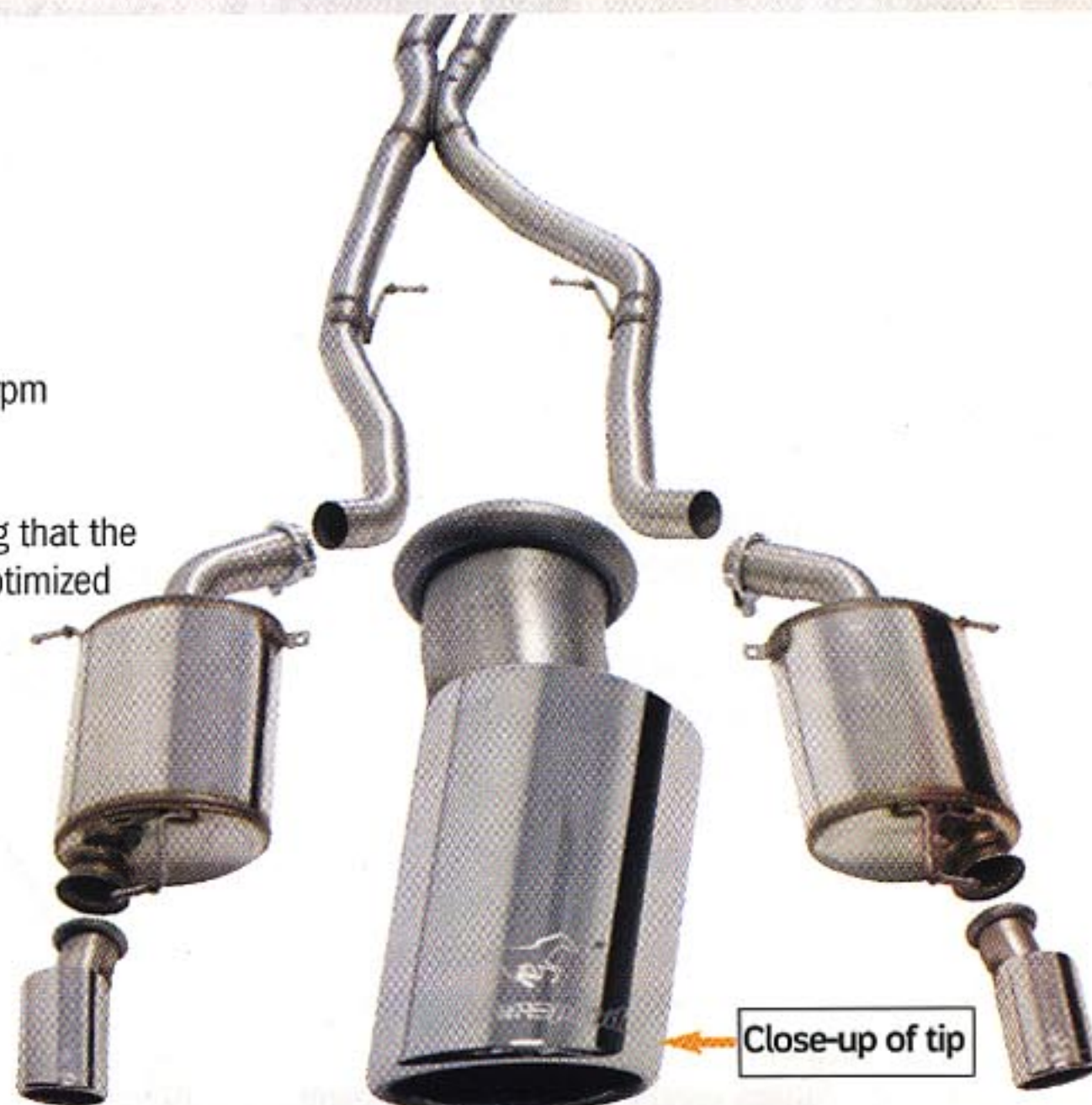


Supersprint cat-back exhaust

Peak wheel-hp 279 @ 5691 rpm
Peak wheel torque (lb-ft) 285 @ 2301 rpm

- **Pros**
Mid-pipes feature an X section, ensuring that the equalization of exhaust gas pulses is optimized
60mm mandrel bent tubing
100 percent T304 stainless steel
Uses all factory hangers
No reduction in ground clearance
100mm tips fill the bumper cut-out

- **Cons**
Adjustable tips are a bit tricky to get lined up
Requires cutting of stock one-piece



Close-up of tip

exhaust right after the stock catalytic converters

•**Parts:** X-pipe, right and left muffler and tips, clamps, muffler cross brace with hardware

•**Tools:** WD40, T50 Torx socket, long flathead screwdriver, 16 and 17 mm deep socket, three-inch extension, ratchet, 6mm Allen wrench, 12mm wrench, chop saw or Sawzall

•**Price:** \$2,362.91

•**Installation time:** 60 min.

No extender harness for O2 sensors

•**Parts:** Downpipes, right and left connecting pipe with 100-cell cat, hardware

•**Tools:** 8mm, 12mm, 13mm, 14mm wrench and socket, ratchet, swivel for ratchet, long flathead screwdriver, O2 sensor socket or 22mm wrench

•**Price:** \$5,947.77

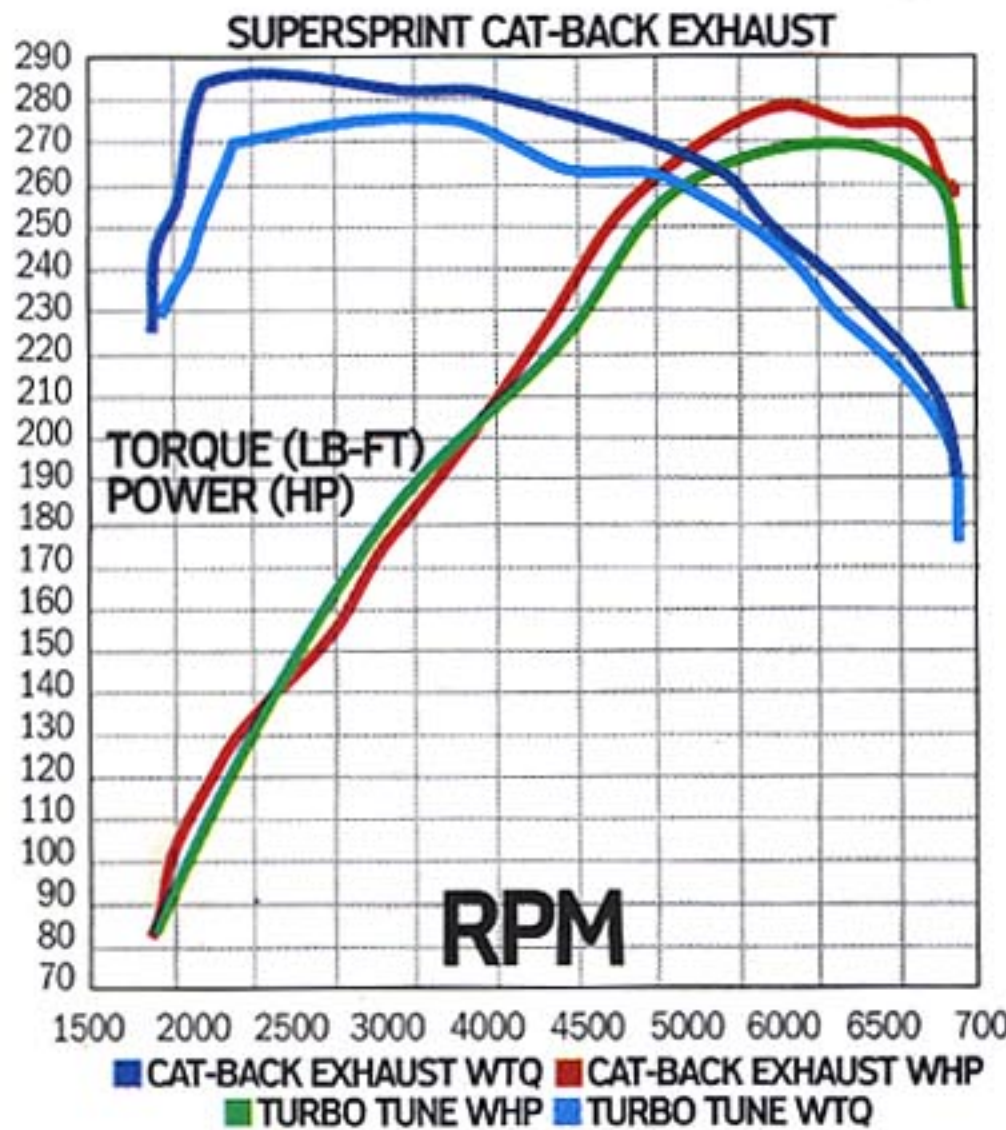
•**Installation time:** 3 hr.

•**Notes**

Supersprint downpipes can be used with the stock exhaust, but the problem is the elimination of the primary catalytic converters, which sets off the 'check engine' light. This is why we opted to install the front connecting pipes with the 100-cell HJS converters, since they have a provision for the relocation of the rear O2 sensor. With the complete set-up installed, it's like removing a cork from a bottle; you can just feel the turbos spool. This set-up would definitely support higher boost levels. Eliminating the catalytic converters in the engine bay helps to lower underhood temperatures. The overall sound level increases, but not enough to cause any annoyance.

•**Conclusion**

The 335i is a force to be reckoned with, sporting plenty of horsepower and torque. These basic bolt-on modifications have demonstrated that this is just scratching the surface. To say the twin turbo 3.0-liter engine has potential would be an understatement. Even though tuners have not had this engine for long, the results look promising. Since no intake upgrades were available at the time of testing, we removed the airbox's lid and filter to maximize airflow. After a few dyno runs, the 335i showed no gains or losses of horsepower or torque, so we concluded that the stock airbox can support the engine's CFM demands. The Split Second Turbo Tuner combined with the Supersprint turbo-back exhaust has transformed this stealthy four-door sedan into the true definition of an ultimate driving machine.



•**Notes**

The stock exhaust sounds good only when completely floored, thanks to the vacuum-operated flapper. The Supersprint exhaust system gives the 335i more presence, offering a range of tones from a mild idle to aggressive full throttle. If cutting the stock exhaust system is not an option, Supersprint offers two alternatives (that are not quite legal, because they replace or remove two of the four factory catalytic converters): a set of front connecting pipes with two 100-cell HJS cats (\$3,211.87) or a set of front connecting pipes with no cats (\$551.83). With either option, the system will bolt right to the factory downpipes. If future plans are to install a set of downpipes, the front connecting pipes with cats feature O2 sensor bungs, allowing relocation of the sensors to avoid a 'check engine' light.

■ **Supersprint downpipes w/front connecting pipe**

Peak wheel-hp 290 @ 6234 rpm
Peak wheel torque (lb-ft) 295 @ 3576 rpm

•**Pros**

- 100 percent T-304 stainless steel mandrel bent piping
- 100-cell HJS high-flow catalytic converter
- Downpipes feature integrated flex joints to ensure longevity
- Precision flanges ensure direct fit and sealing

•**Cons**

- No support brackets on the downpipes

