

Shark Injector

Instructions for Upgrading & Restoring **BMWs, 1996-2000** (ROUND Injector With USB)

Follow the enclosed instructions to ensure the prompt and effective upgrade of your vehicle in less than 40 minutes!

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*Failure to follow all of the instructions explicitly and correctly may result in damage to your BMW's computer. Please note that due to the technical nature of flash reprogramming, we are **not** and will **not** be held responsible for any damage due to nor any damages arising from your use or attempted use of the **Shark Injector™!!!***

By your use of the **Shark Injector™** you hereby agree to waive, release and discharge the manufacturer, resellers, and all other entities, persons and associations connected therewith from any and all claims arising out of, or relating to, the parts purchased including said parts fitness for any particular purpose. If residing in, or currently located in the State of California, you further waive and disclaim the provisions of California Civil Code Section 1542, which provides: "A general release does not extend to claims which the creditor does not know or suspect to exist in his favor at the time of executing the release, which if known to him must have materially affected his settlement with the debtor".

Please read and understand the conditions of sale set forth above. You further understand that any performance products are to be used on your off-highway racing vehicle in compliance with California State Health and Safety Code Sections 39048 and 43001(a).

If this legal waiver is unacceptable to you, please return the unused Shark Injector™ to your retailer for a prompt refund.

Pre-Install Notes

If the Shark Injector encounters any difficulty during installation, the red led will flash an error code indicating the cause of the problem – **REFER TO PAGE 4 FOR FURTHER EXPLANATION.**

The procedures for the Upgrade and Restore procedure are the same.

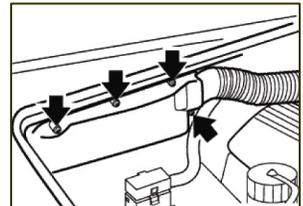
If your E36 M3 is an automatic, please read below for important information.

A battery charger is **mandatory**. The charger must be capable of providing a constant 10-20a charge.

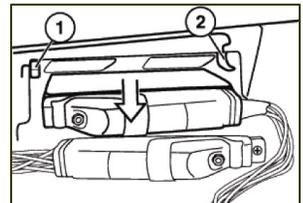
E36 M3 With Automatic Transmission

Before you begin programming your M3, you must temporarily disconnect your transmission computer (a.k.a. EGS) when directed in the main instructions. In rare cases, you may have to do the same on a E36 328i. You may find it easier to temporarily unbolt the air pump directly in front of the firewall door and “flex” its pipes and wires out of the way. **Do not** disconnect the harness connector from the air pump assembly!

- The EGS Control Unit is located in the engine compartment behind a door on the passenger-side firewall. Raise the hood, and remove the foam insulator (arrows) from the firewall door.
- Unscrew the firewall door (arrows) using a Philips screwdriver.



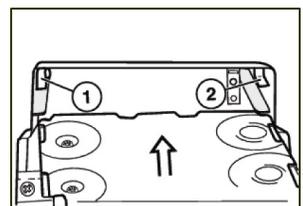
- The EGS Control Unit could be either the top unit or the bottom. Try the top one unit first. Press the front (connector end) down to release it from the spring retainers (1 and 2).
- Pull the EGS Control Unit forward and down. You'll know if you pulled the correct unit because it will be a Bosch control unit (the engine control unit is made by Siemens).



- Disconnect the harness from the EGS Control Unit by swinging the spring clip (2) forward and out, and removing the plug (1) by swinging the “clip end” away from the Control Unit body.



- When directed, reconnect the EGS Control Unit harness plug and place the Control Unit on the left and right rails of its mounting. Slide in inclined upwards in as far as it will go. In this position swing the Control Unit front (connector end) upward to engage the spring retainers (1 and 2).



Step-By-Step Installation

1. **STOP!!** – Please read thru ALL of the steps of this instruction sheet! If you are not comfortable with this procedure please return your Shark Injector™ to your retailer for a prompt refund;
2. Locate the round 20-pin diagnostic port in the engine compartment of your BMW. It will be found in close proximity to either the driver or passenger's side front shock tower or in the vicinity of the intake manifold and is covered by a tethered screw-on cap. Remove the cap by turning the ribbed lock ring and tucking it to the side. 
3. If your vehicle is an E36 M3 with automatic transmission, you must disconnect the transmission computer as described in the previous page. **If you have a M3 Auto, you must complete this step prior to continuing!!** Owners of manual transmission-equipped cars may simply continue onward;
4. To ensure a constant voltage for proper operation of the Shark Injector, attach a high quality battery charger to the vehicle, **at the battery itself**, observing all necessary safety precautions such as the wearing of safety goggles, etc;
5. Turn battery charger on at a minimum of the 10 amp setting (*20 amp setting if your vehicle is equipped with Daytime Running Lights, Angel Eyes, or any other accessory powered on with the key*) and ensure that charging is occurring;
6. The importance of proper battery voltage cannot be emphasized enough. **Failure to maintain proper battery voltage throughout the procedure may result in an inoperable vehicle**, where the only solution would be the physical replacement of control modules **at owner expense**. Voltage below **12.5v** as a minimum can cause permanent failure. **Owners should evaluate the age and condition of the vehicle battery before proceeding;**
7. Lower drivers and passengers window, open hood and ensure proper hood support;
8. It may be necessary to wait a minimum of 20 minutes for the vehicle battery to charge with ample reserve power. The Shark Injector will tell you right away if there is not sufficient power to continue;
9. Exercise the buttons on the Shark Injector by pushing and releasing each 4-6 times;
10. Uncap the diagnostic port and insert the Shark Injector into the port by aligning the center index pin (Pac-Man) properly while rotating the locking collar so that the entire device lowers and locks into position. Usually you will hear a slight "click" as the locking ring seats fully on the port's housing.
11. Turn the ignition switch to the ON position but DO NOT start the car (**Check Engine** lamp **must** light up);
12. Assure that ALL electrical loads are OFF (radio, climate control, lights, etc); and that those capable of turning themselves on (cell phone, ICE, etc) are disabled temporarily;
13. At this time, ensure that the vehicle is **EMPTY of ANY and ALL OCCUPANTS!!** **NO ONE** should remain inside the vehicle during use of the Shark Injector;
14. Check your Shark Injector, the **green STATUS** LED should now be illuminated SOLID green.
15. Press the **UPGRADE** button and within 3 seconds, the **green STATUS** LED will begin to *pulsate* indicating the transfer of programming data between the vehicle's ECU and the Shark Injector internal electronics package. Note that the pulsating LED may be faint or very fast and you will need to look closely to confirm.
16. You will need to monitor the installation from outside the vehicle. **DO NOT LEAVE THE SHARK UN-ATTENDED. DO NOT SIT INSIDE THE VEHICLE OR TOUCH** anything inside or the Shark Injector itself under any circumstances. **DO NOT OPEN THE VEHICLE DOORS** as this can disturb programming!;
17. In approximately 1½ to 6½ minutes, the **red ACTIVE** LED will turn on while the **green STATUS** LED continues to *pulsate* indicating that the Shark Injector is entering the REPROGRAMMING phase;

Step-By-Step Installation, continued

18. In approximately another 1 to 3½ minutes, the **red ACTIVE** LED will turn off, while the **green STATUS** LED will continue to *pulsate*, this is the final CHECK phase of reprogramming your vehicle;
19. Finally, in about 1 to 3½ minutes, the **green STATUS** LED will stop *pulsating* and illuminate **SOLIDLY**, this is your indication that a performance programming UPGRADE has been successfully verified. If you see a solid **green STATUS** and solid **red ACTIVE** LED, this indicates that a RESTORE to stock was successfully completed.
20. You may now open the vehicle door and turn the ignition completely off. Wait at least 30 seconds, but **DO NOT** remove or disconnect your Shark Injector at this time;
21. If your vehicle is an E36 M3 with automatic transmission, at this time you should reconnect the transmission ECU that was previously disconnected in step #3 above before proceeding. ***If you have an M3/A, you must complete this step prior to continuing!!*** Owners of manual transmission cars may simply continue onward;
22. At this point, some people like to have an assistant watching the Shark Injector for peace-of-mind during the next two steps as things happen both subtly and quickly!
23. With the Shark Injector still connected to the vehicle, turn the ignition switch to the ON position but DO NOT start the car (***Check Engine*** lamp **must** light up);
24. Watch (but ***DO NOT*** touch!) your Shark Injector, the **green STATUS** LED will begin to *pulsate* almost immediately indicating the transfer of some final information to the vehicle's ECU. This phase only lasts about 10-15 seconds before the **green STATUS** LED illuminates SOLID green. (In other words, if you are slow getting from the ignition switch around to the Shark Injector you may miss this short-lived event.) Once the **green STATUS** LED is illuminated SOLID green you may proceed.
25. You may now turn the ignition completely off. Please wait at least 30 seconds;
26. Remove the Shark Injector from the diagnostic port, and recap the port;
27. Turn off and remove the battery charger;
28. Last step! Close and secure the hood. Start and enjoy your newly Sharked vehicle!!

Post-Install Notes

1. the Shark Injector will clear any fault codes stored in the DME. If you previously had a Check Engine or Service Engine Soon light, indicating a fault code(s), this will be reset when installation is completed. Should a CEL or SES light come on after the Shark Injector installation, it is most-likely due to a condition that pre-existed the Shark install. You should have the DME scanned for fault codes and take appropriate action.
2. the Shark Injector will also clear adaptation values back to original setting (if so equipped). Adaptation takes place when the DME senses the need for correction to maintain an 'ideal' air/fuel ratio for things like altitude or fuel quality. If a pre-existing condition persists the DME will revert back to its previous adaptation values. Diagnosis and repair of the condition by a qualified technician is advised.

Shark Injector Error Codes

Should the Shark Injector™ encounter any exceptions or difficulties, the red LED will flash out a 3-digit code at a pace of 0.5 sec per flash with 2 seconds pause between digits. All codes begin with a single flash, and none of the digits will repeat. If you encounter any flash codes, refer to the list below!

IF YOU ENCOUNTER ANY CODES WHATSOEVER, do not simply un-plug the Shark Injector. Turn the ignition off, wait at least 30 seconds, and then un-plug the Injector from your car. Failure to properly remove the Injector could result in damage to the Injector itself or to your vehicle!

The following codes indicate that your vehicle is now drivable, but could NOT be successfully programmed for some reason – follow the advice below to correct the situation. If you must return the DME and/or Shark Injector™ for analysis, please contact your Shark Injector™ dealer first for shipping instructions.

- 123 **Vehicle voltage too low** – You ***MUST*** ensure at least 12.5v for programming!! Most likely, your battery charger is not charging at 10amps or above. It may have shut off or reduced its output.
- 124 **Programming voltage too low** – You ***MUST*** ensure sufficient charge for programming!! Most likely, your battery charger is not charging at 10amps or above. It may have shut off or reduced its output.
- 125 **Programming voltage needed, not present** – Contact your Shark Injector™ dealer
- 142 **DME Hardware Unknown** – Your DME hardware is different from any one we have seen to date.
- 143 **DME Contents not stock** – Your existing DME programming is not stock!! It may already have performance software installed. The Shark Injector™ can only function on a stock programmed DME.
- 147 **DME Software Unknown** – Return Shark Injector™ for analysis (your car may have an old, new, or unusual version of BMW software installed). Most likely your dealer has installed a new version of BMW software. Contact your Shark Injector dealer for instructions on updating your Injector to be compatible with the new BMW software.
- 152 **Injector Stock Storage failure** – Return Shark Injector™ for analysis
- 153 **Injector not Prepared** – Return Shark Injector™ for analysis
- 162 **Vehicle Mismatch** – Shark Injector™ was previously used or attempted to be used on a different BMW!! The unit will only work on one car. This code could also be the result of BMW's new system of re-programming cars. Contact your Shark Injector dealer for more info.
- 163 **Bad User Request** – User requested an UPGRADE when already upgraded, or a RESTORE when already restored to stock.

The following codes indicate that your vehicle could NOT be successfully programmed for some reason, and that it's drivability is in question due to the failure – Please note **WHEN** and/or **WHERE** this failure occurred in the process, the state of the **red ACTIVE** and **green STATUS** LEDs and Contact your Shark Injector™ dealer IMMEDIATELY!!

- 132 **DME Not Responding**
- 134 **DME Message Checksum Error**
- 135 **Protocol Error Busy**
- 136 **Protocol Error Rejected**
- 137 **Protocol Error Parameter**
- 138 **Protocol Error Function**
- 139 **DME reply is not known**
- 145 **DME Final Verify failure**
- 146 **DME Erase failure**

At The BMW Dealer

Any time that you take your car to the dealer you should have the Performance Software removed from your car by doing a RESTORE function (the procedure is the same as an UPGRADE except for Step 22 which is slightly different). Failure to RESTORE the vehicle could result in the dealer erasing your Shark Injector software. In most cases the Injector can simply be re-installed. However, it is possible that the dealer did something that will prevent re-installation. To avoid losing the Shark Injector software altogether, it is strongly recommended that you RESTORE back to stock.

If you took the car to the dealer and they installed a new version of BMW software, it may be necessary to have your Shark Injector updated to recognize the new BMW software. You will know if an update is necessary because you will get a Code 147 error during the UPGRADE process. At this point contact the Shark Injector dealer you bought it from for update instructions. In some cases a fee may apply for the update.

Shark Injector FAQ

How does the Shark Injector work exactly?

The Shark Injector's software replaces the stock BMW software but not all of BMW's programming is changed. When plugged in and the button is pressed, the Injector reads the stock software and stores it for later retrieval if necessary. It also records the VIN number and other required information. Then it programs the DME with its new Shark Injector files. After programming, the Shark Injector verifies that the transfer of data was completed.

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 not functional.

What octane must be used?

The minimum octane rating for the Injector is 91 but you can use anything higher than that. Many states are abandoning 93 octane in favor of 91.

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 without the alternator generating a charge (and it's obviously not possible to have the engine running). This is why a battery charger is necessary. Can you install the Shark Injector without the charger? No. The Injector checks for voltage several times during its programming. If at any time it detects voltage levels are too low it will give you an Error Code (123 or 124).

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.

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.

Is the Shark Injector tuned for a CAI and exhaust?

There are different Shark Injector files for different modifications. Generally speaking, the Shark Injector is compatible with a standard Cold Air Intake such as the one designed by Jim Conforti (also the engineer of the Shark Injector). Upgrades such as sport cams, headers, larger air flow meters will work better with a special software file. With the USB connection, you can purchase these upgraded files from Shark Injector dealers and re-load your Injector.

Shark Injector FAQ, continued

Is it possible to “share” the Shark Injector?

No. Because the Shark Injector needs information from the car's DME that is *specific* to the car itself, the unit cannot be used on another car. The Shark Injector will give you Error Code 162 if it has been previously installed on another vehicle.

A note about eBay or buying from classifieds: the Shark Injector is designed to be used on one car and only one car. Once it is used on a car the Shark Injector cannot be used on a different car. Even if the Injector was removed from the car, specific vehicle info is stored for the next time and the Injector will not work on another car. In other words, once it has been plugged into the car and the button is pushed, it stays with that car.

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 is the BMW software telling you there is a problem with something else – not caused by the Shark Injector.

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 but, no, the Shark Injector software never disappears from the computer.

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

Yes, but it does not alter the transmission's programming. In other words, 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.

Can the Shark Injector damage my ECU?

No. The procedure that the Shark Injector follows is really no 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.

Will my car ping with the Shark Injector?

No. 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. The vast majority of customers with the Shark Injector and Conforti Cold Air Intake do not experience pinging problems. However, there have been instances with other aftermarket products which have led to pinging when used with this poor quality fuel. Your car is equipped with knock sensors, however, so the risk of permanent damage to the engine is kept very low.

How do I know if my car has been Sharked?

At the end of the procedure, one or both of the LED's will illuminate. For an UPGRADE, the green LED will shine. For a RESTORE, the green and the red LED's will be on. Without the Injector, the only way to tell, other than the increase in power, is by probing the new rev limit. On most BMWs this is raised to 7000 rpm. On cars equipped with automatic transmissions it will difficult or impossible to reach this point without performance software for the transmission. For added confirmation you can always repeat the UPGRADE process.

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.

Shark Injector FAQ, continued

Do I ever need to get the Shark Injector updated?

No. Generally speaking, BMW's engines are so finely tuned from the factory that further updates are not usually necessary. Jim Conforti has spent many years tweaking BMW's software to the point that the engine is at its peak efficiency when the Shark Injector is installed. As a general rule, updates to the Injector are not necessary.

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

If your car needs to visit the dealer for a new upload of BMW software you should perform a Restore function with the Shark Injector. This will allow the BMW dealer to upgrade your software without over-writing the Shark Injector's performance software. New software is not always strictly necessary and you can always refuse when the dealer wants to install new software.

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

A) You can bring your car to a BMW service facility and have them read the trouble codes from the car's computer. Or B) you can purchase the Peake Fault Code Reader from any number of aftermarket retailers and save yourself a trip to the BMW dealer. This will tell you exactly what is wrong with the car; however, it will not be caused by the Shark Injector.

Is it legal in California?

These products are not CARB-certified or legal for sale or use in the state of California on any pollution-controlled motor vehicles.

Will the Shark Injector work on a Euro-spec car?

No. European-spec cars – and the software used on them – are 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. The Shark Injector works on cars that are sold for the U.S. and Canadian markets only.

For *US-spec* cars in a foreign country (people in the military, business overseas, etc) it is recommended NOT to have the local BMW dealer perform any software updates on your car. This can lead to the Shark Injector not re-installing after the BMW update. BMW may have different versions of their software in a foreign country than in the U.S. and Canada. And these foreign versions of the software are not available to Turner Motorsport or Jim Conforti.