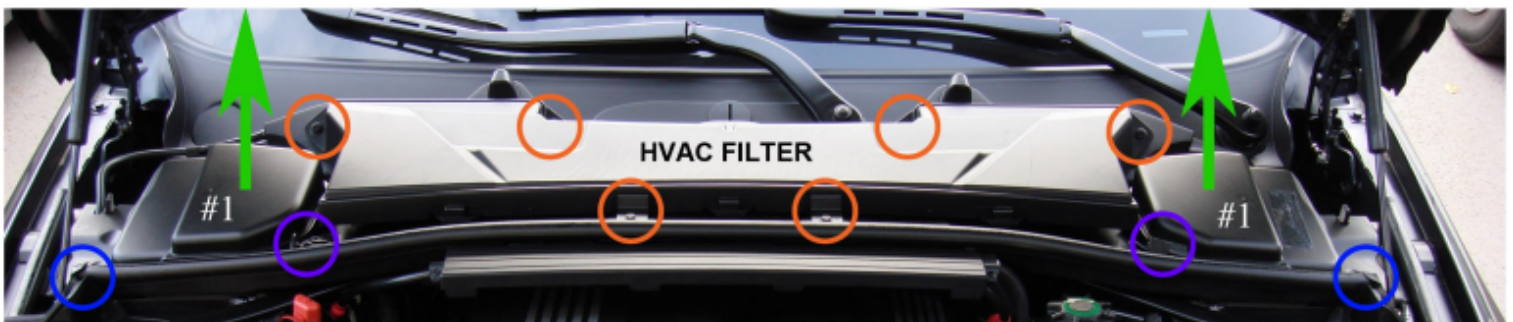




Late E-Series N55 MEVD1726 DME Removal Guide

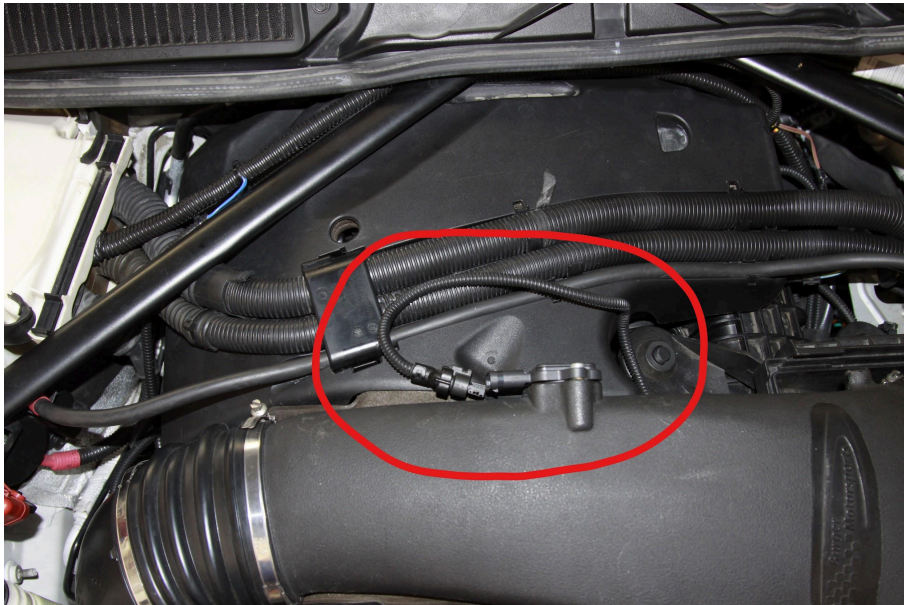
Note: this was done on a 2012 E92 335i with a JB4, BMS Cowl Filters, and BMS intake, so a stock engine bay will look slightly different.

1. Disconnect Battery
 - a. 10mm socket in trunk
2. Remove Engine Cover



3. Remove Cowling

- a. Remove the DME and brake fluid covers (green arrows)
 - b. Remove the 6 8mm screws (circled in orange)
 - c. Remove the sensors (circled in purple)
 - i. Turn clockwise to loosen
 - ii. Pull up on the tabs holding the wires going to the sensors
 - d. Remove the 2 8mm screws (circled in blue)
 - e. Lift up on cowl and pull towards the front of the car
4. Remove Intake
- a. Disconnect MAF Sensor (push on tab and pull back)



- b. Pull back on intake clips (only for stock intake)



c. Loosen clamp with flat head screwdriver



d. Slide the intake to the right to remove
e. Cover intake port with tape



5. Remove Strut Tower Braces

- a. E14 For Small Bolts (marked in red) (25 ft. lbs.)
- b. E18 For Center Bolt (marked in blue) (75 ft. lbs.)

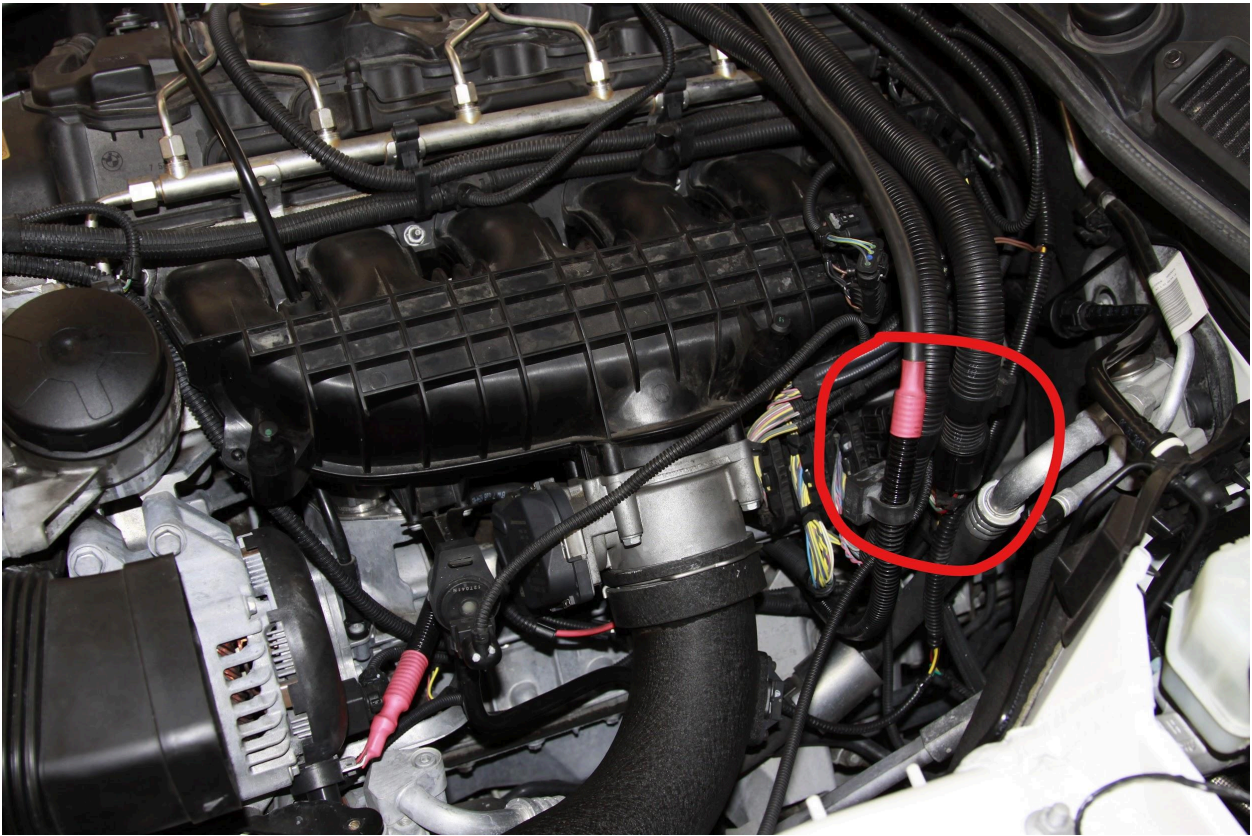


6. Clear wiring harness

- a. Remove clip on top of engine cover



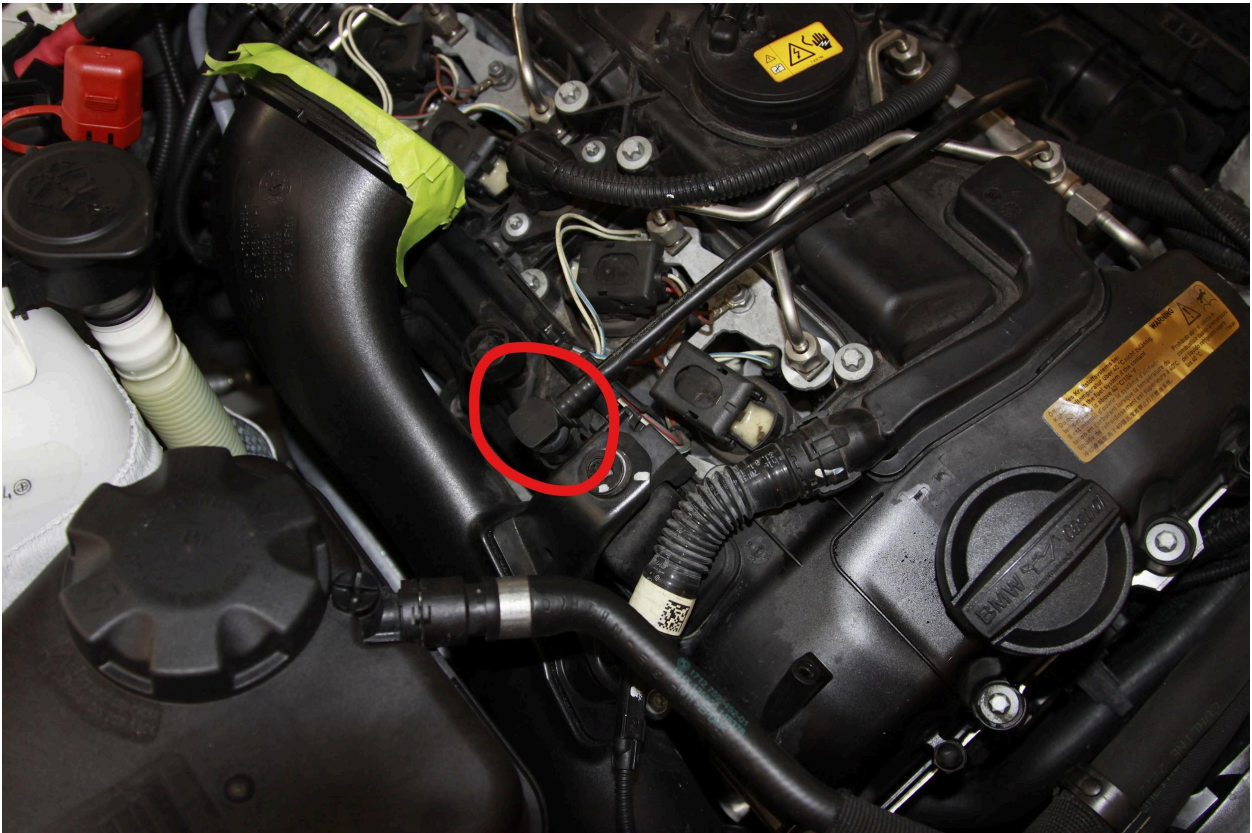
- b. Pull up on the rubber grommets holding the 3 wiring looms



7. Remove rear engine cover
a. Pull up and slide under the wiring harness



8. Disconnect the vacuum line (pinch connector)

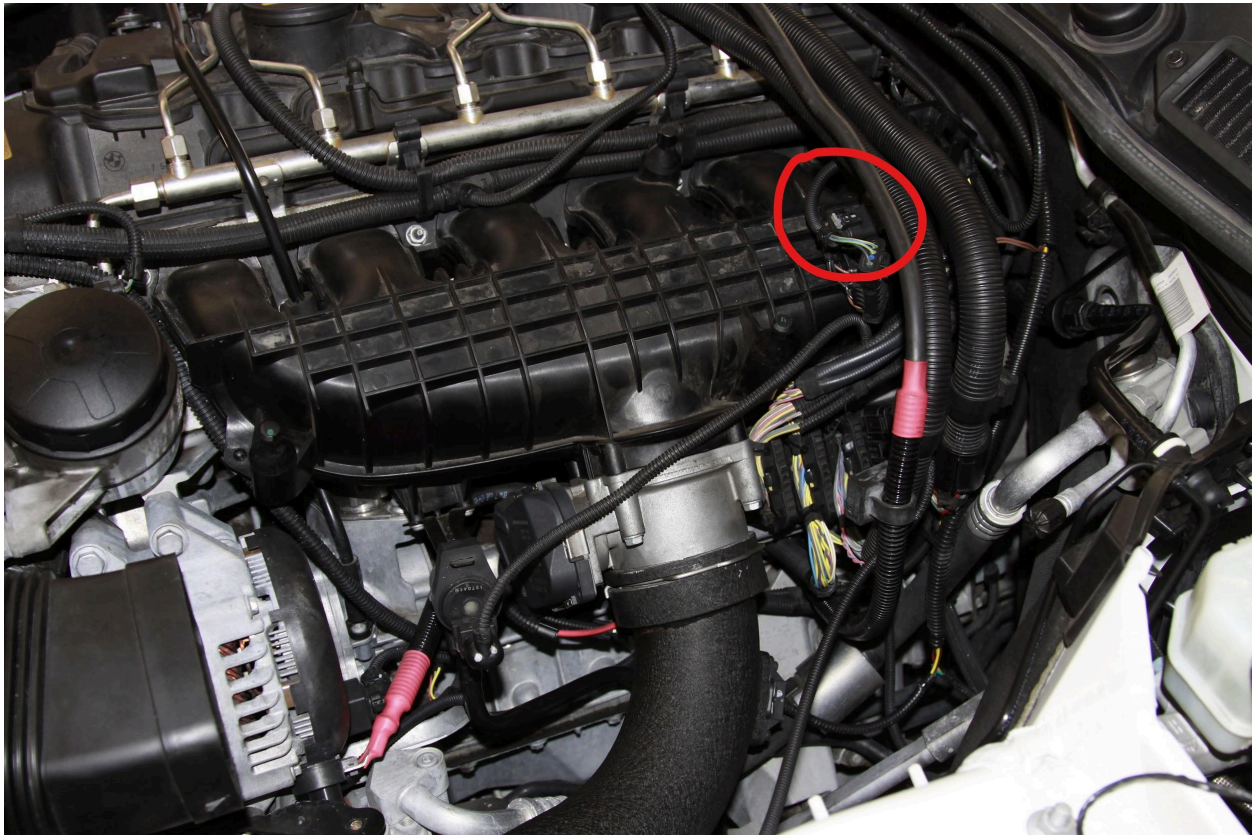


9. Remove intake air box

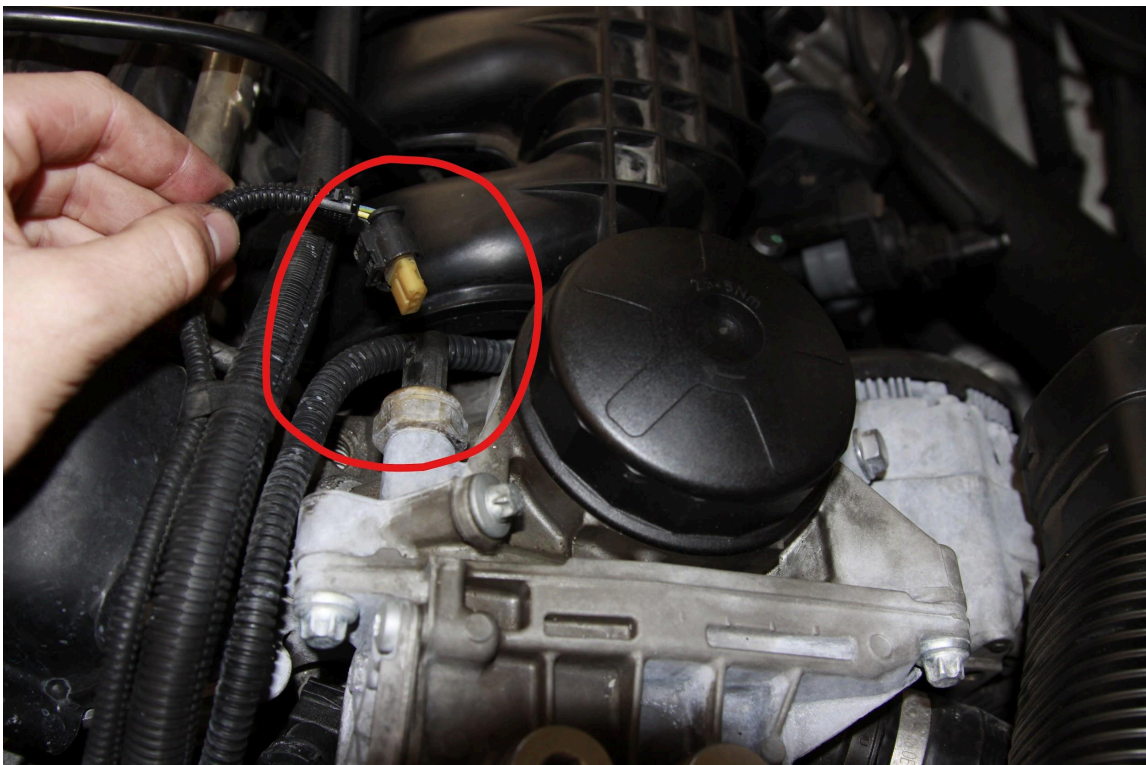
- a. Release 2 clips (circled in red)
- b. Pull upwards on airbox to release from rubber grommets



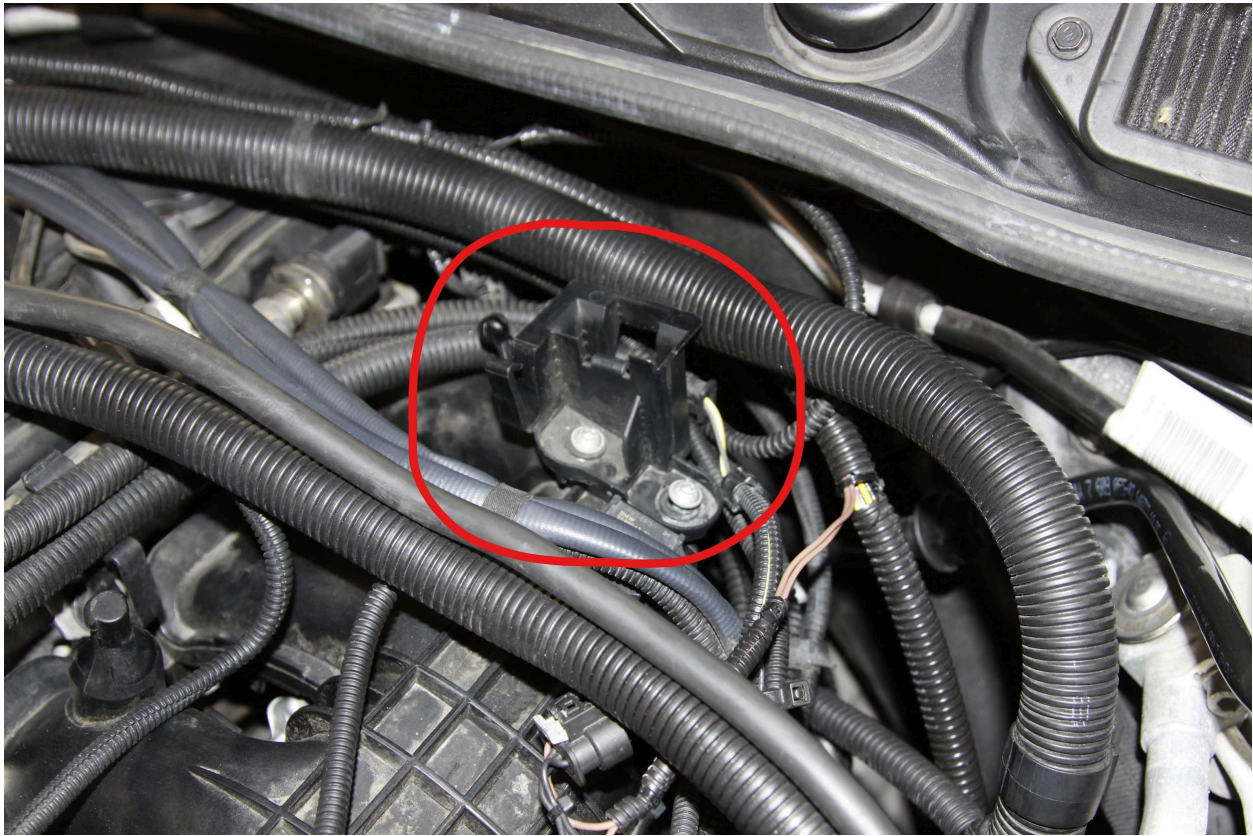
10. Disconnect MAP Sensor
 - a. Same connector type as MAF sensor



11. Disconnect oil filter housing sensor



12. Pull the wiring harness out of the holder on the top of the intake manifold
13. Remove plastic holder
 - a. 2 Torx T25 screws

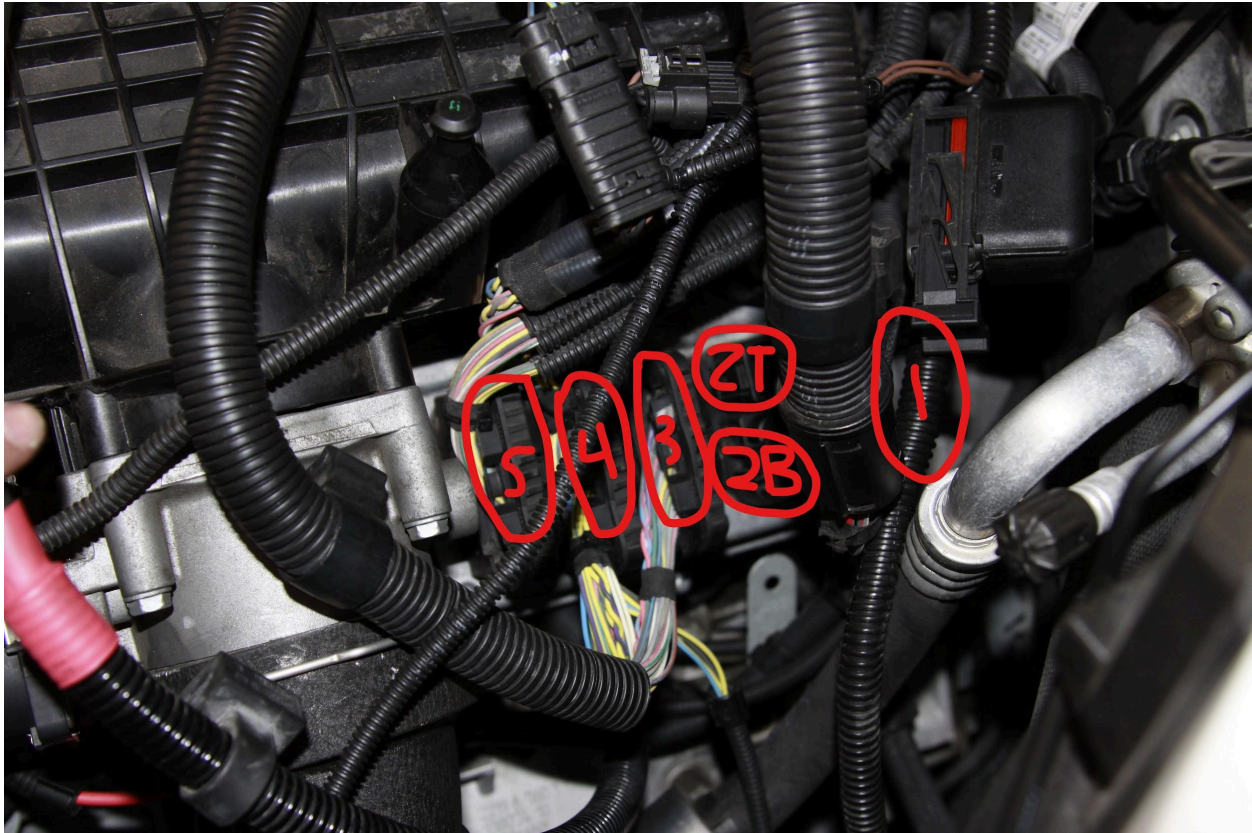


14. Remove intake manifold bolts/nuts (Torque specs: 15 ft. lbs.)
 - a. 2 bolts (circled in blue) and 5 nuts (circled in red) (11mm deep socket)
 - b. A magnetic grab tool is useful here to keep the intake nuts from falling into the engine bay

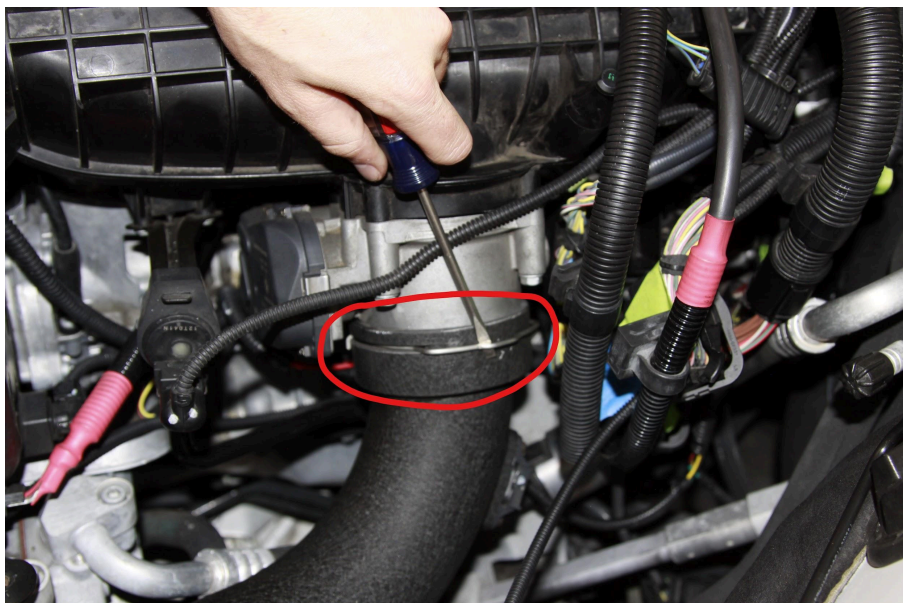


15. Remove ECU connectors

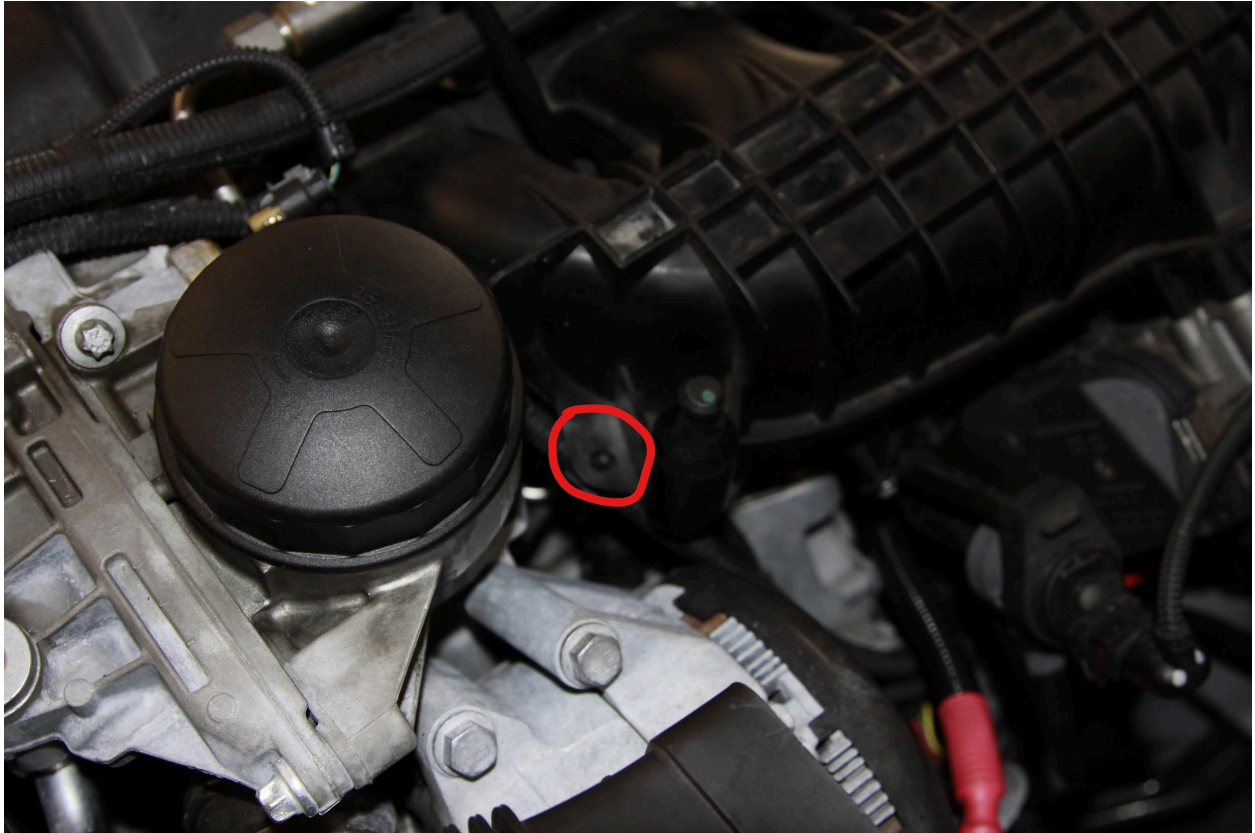
- a. Start at firewall side (label them with tape for reinstallation purposes)
 - i. First connector is a slide connector
 - ii. Remove connectors 3, 4, 5 (push on center tab, slide the lever arm toward the firewall side, and the connector will pop out)
 - iii. Smaller (2T & 2B) connectors are pinch connectors



16. Remove C-Clamp on charge pipe



17. Remove wire grommet by the oil filter housing on intake manifold



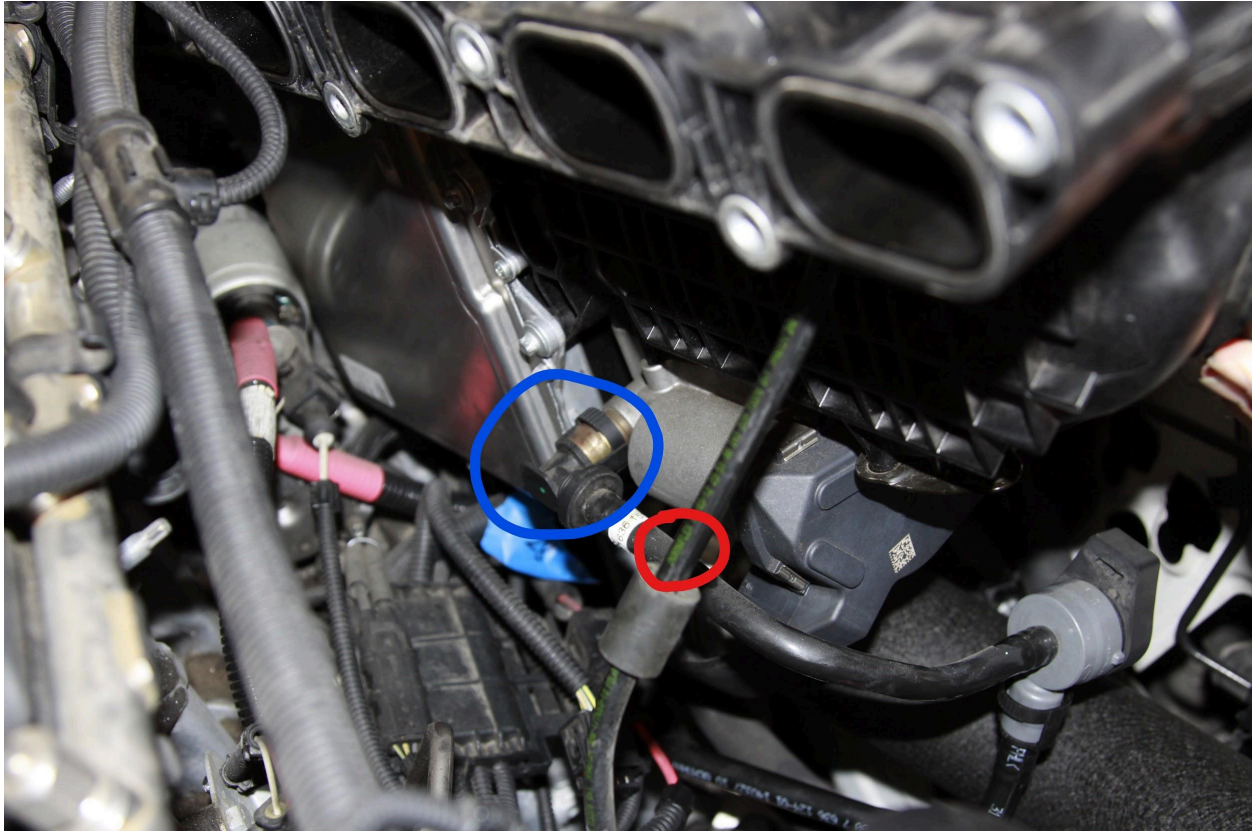
18. Disconnect vacuum line connector
a. Pull up on the rubber grommet



19. Pull up on the intake manifold

20. Disconnect throttle body connector (red)

a. Disconnect vacuum line on bottom of the intake manifold (blue)



21. Remove intake manifold from the engine bay

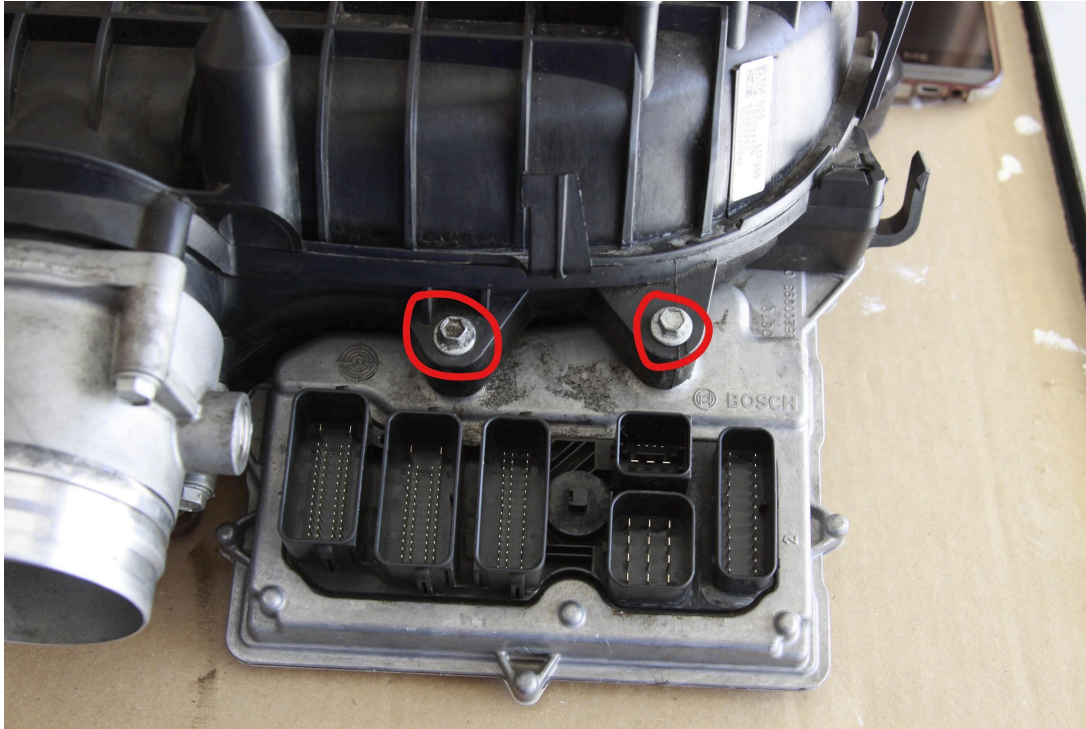
a. Slide the vacuum line through the intake manifold by pinching the connector



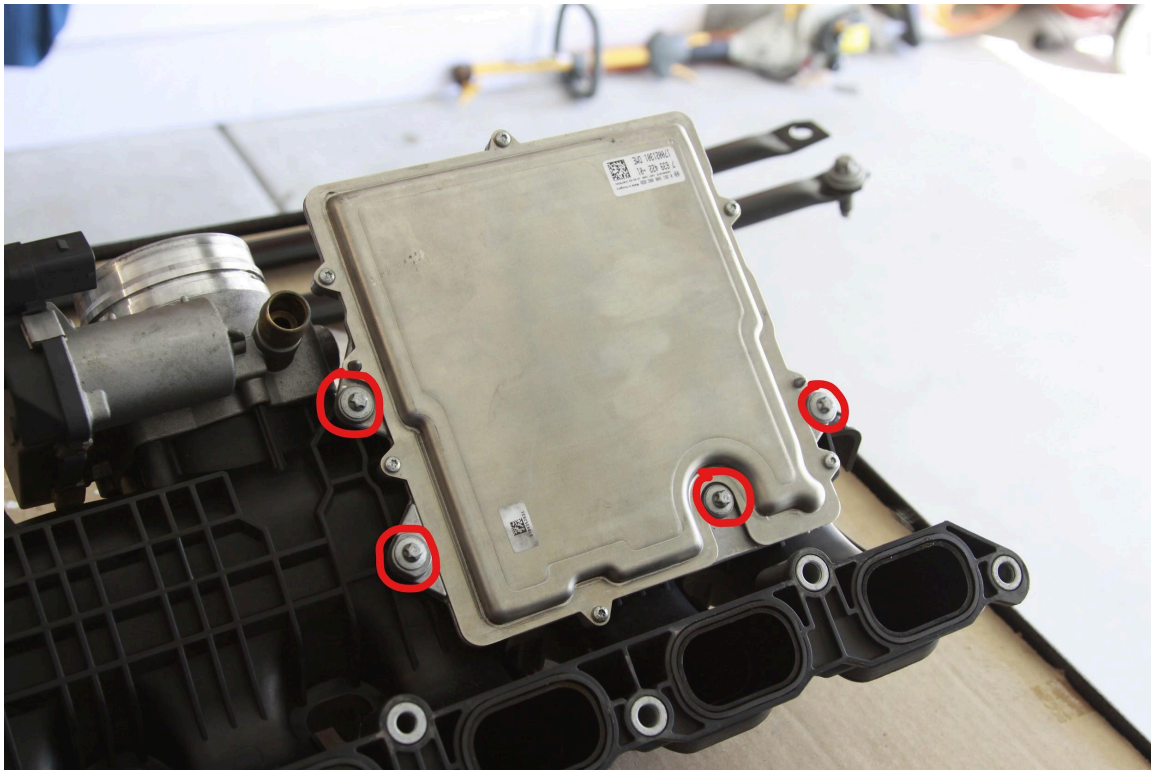
22. Cover intake manifold ports with towels or tape

23. Remove ECU from intake manifold

a. 2 8mm bolts



b. 4 E8 socket screws



For reinstallation, follow these steps in reverse order.

For more detailed instructions refer to this video (note there are small difference in the engine bay layout): <https://youtu.be/oBhFLXZS02s>