

Shark Injector

Instructions for Upgrading & Restoring BMW's, 1996-2000 (ROUND Injector)

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.

THE PROCEDURES FOR UPGRADING AND RESTORING ARE THE SAME.
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.

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. The tether should keep the cap attached to the base of the connector housing;
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3. If your vehicle is an E36 328i/M3 with automatic transmission, at this time you should consult the **yellow supplemental instruction sheet** enclosed for assistance in temporarily disconnecting your Transmission Electronic Control Unit (EGS) prior to upgrading. **If you have an 328i/M3 Auto, you must complete this step prior to continuing!!** Owners of manual transmission-equipped cars may simply continue onward;
 4. If your vehicle is a 1999-2000 and listed on the **blue supplemental instruction sheet**, please ensure that you have previously had the (SI 12 15 99) **00E-A01: Fault Readiness / O2 Readiness Codes Not Set** emissions recall update, if applicable. Failure to update your BMW as suggested may cause unnecessary delay in having to temporarily return your Shark Injector™ for a "code 147 analysis";
 5. If your vehicle is a 9/98-00 production E39 528i or 9/98-04 E39 540i, at this time you must disconnect fuses 17 and 31 in the **Glove Box fuse panel**. This is to temporarily remove power to the DSC 3 module to allow upgrading of your DME per BMW bulletin SI 12 16 99;
 6. If your vehicle is a 9/98-00 production E38 740i/iL, at this time you must disconnect fuse 17 in the **Engine Compartment fuse panel**. This is to temporarily remove power to the DSC 3 module to allow upgrading of your DME per BMW bulletin SI 12 16 99;
 7. To ensure a constant voltage for proper operation of the Shark Injector™, attach a high quality battery charger (ex: Vector 1090A or Sears DieHard 71230, 310, 320, etc.) to the vehicle, **at the battery itself**, observing all necessary safety precautions such as the wearing of safety goggles;
 8. Turn charger on at a minimum of the 10 amp setting (*20 amp setting if your vehicle is equipped with Daytime Running Lights – DRL's*) and ensure that charging is occurring;
 9. 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;**
 10. Lower drivers and passengers window, open hood and ensure proper hood support;

Step-By-Step Installation, continued

11. 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;
12. Exercise the buttons on the Shark Injector™ by pushing and releasing each 4-6 times;
13. 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.
14. Turn the ignition switch to the ON position but DO NOT start the car (**Check Engine** lamp must light up);
15. Assure that ALL electrical loads are OFF (Radio, Climate Control, Courtesy Lamps, etc); and that those capable of turning themselves on (Cell Phone) are disabled temporarily;
16. 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™;
17. Check your Shark Injector™, the **green STATUS** LED should now be illuminated SOLID green.
18. 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;
19. Sit back, relax, and watch, but DO NOT TOUCH anything inside the vehicle or the Shark Injector™ itself under any circumstances. DO NOT OPEN THE VEHICLE DOORS as this can disturb programming!;
20. 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;
21. 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;
22. 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.
23. 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;
24. If your vehicle is an E36 328i/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;
25. If your vehicle is a 9/98-00 production E39 528i or 9/98-04 E39 540i, and you previously removed fuses 17 and 31 in step #5 above, you should reinstall them before proceeding;

Step-By-Step Installation, continued

26. If your vehicle is a 9/98-00 production E38 740i/iL, and you previously removed fuse 17 in step #6 above, you should reinstall it before proceeding;
27. 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!
28. 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);
29. 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. If you are performing the RESTORE function, you will again see a solid **green** and solid **red** LED as in step #22 above;
30. You may now turn the ignition completely off. Please wait at least 30 seconds;
31. Remove the Shark Injector™ from the diagnostic port, and recap the port;
32. Turn off and remove the battery charger;
33. We include a label for you to apply to the cover of your diagnostic port. This is to warn technicians and mechanics not to install new versions of BMW software without consulting with you first.



If new BMW software is installed over the Shark Injector, you should attempt re-installation of the Injector. If it cannot re-install for any reason, it will flash an error code. Contact your Shark Injector retailer with this Error Code and they can assist you.

For more information, refer to page 5 in these instructions and the FAQ section at the back.

34. Last step! Close and secure the hood. Start and enjoy your newly Sharked vehicle!!

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. You will have to send your Injector back for an update. Contact your Shark Injector dealer for further details.
- 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 you can send the Injector back for an update. In some cases a fee may apply for the update.

If there is ever a need for the Shark Injector to be updated, follow the steps on the last page of these instructions.

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 octane must be used?

The minimum octane rating for the Injector is 91. However, on certain models the Shark Injector is offered in a "high octane" setting of 93. It is recommended that you purchase the version that you will use now and possibly in the future. 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.

Shark Injector FAQ, continued

Is the Shark Injector tuned for a CAI and exhaust?

Yes. The Shark Injector is compatible with a Cold Air Intake such as the one designed by Jim Conforti (also the engineer of the Shark Injector). It is assumed that software will not be the only modification that you make to your vehicle and the Shark Injector software takes that into account. Cat-back exhaust modifications do not need special programming.

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.

Shark Injector FAQ, continued

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.

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.

Updating the Shark Injector

Do I ever need to get the Shark Injector updated?

As a general rule, updates to the Injector are not necessary unless your BMW dealer has installed a new version of BMW software and your Shark Injector is no longer compatible. You will know if the Injector needs to be updated because you will get a Code 147 error during re-installation.

If you encountered a Code 147 error during re-installation of the Shark Injector, it means that the dealer installed a new version of BMW software and your Injector needs to be updated to be compatible with it. In some cases a fee may apply for the update. Follow these steps to have the Injector updated:

1. the Shark Injector MUST have recorded the Code 147 error, or the Shark Injector software must have been removed from the car by using the Restore feature before going to the dealer. Only under these two circumstances can the Injector be updated.
2. call 800-280-6966 to obtain a Return Authorization number. Enter that number in the form below
3. ship the Shark Injector back to the distributor at the following address:

SHARK INJECTOR UPDATE C/O TMS
16 SOUTH HUNT RD.
AMESBURY, MA 01913

4. make sure the package is insured for \$370 and is packaged with plenty of newsprint, paper, or cardboard (no bubble wrap or Styrofoam)
5. include your contact information (name, phone number, e-mail address) and a return shipping address

Cut or tear along this line and send the bottom portion back with your Injector

YOUR NAME:

RETURN AUTHORIZATION #:

YOUR PHONE:

BMW YEAR:

YOUR E-MAIL:

BMW MODEL:

YOUR RETURN ADDRESS:

SHIP YOUR INJECTOR TO:

SHARK INJECTOR UPDATE C/O TMS
16 SOUTH HUNT RD
AMESBURY, MA 01913