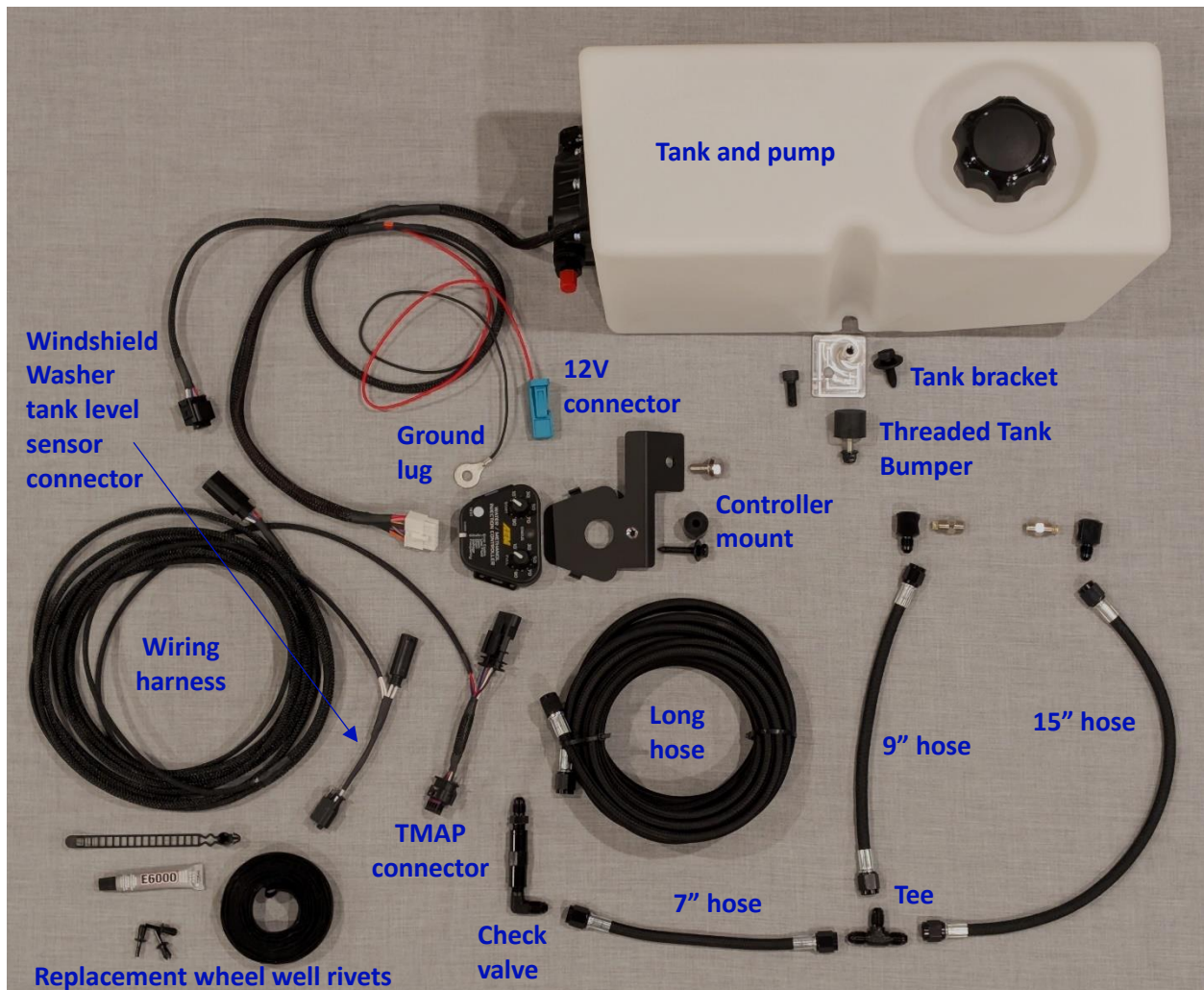


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F10 550i WMI Kit Installation Instructions (as of 15 April 2025)



1. Raise car on a lift or jack stands.
2. Remove rear passenger-side underbody protection.
3. Remove front passenger-side wheel.
4. Remove rear section of front passenger-side wheel well cover:
 - a. Push the pin in the center of each rivet through the rivet to remove the three outer rivets (replacement rivets are included in the kit).

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5. Starting from inside the wheel well, route the long hose and front portion of the wiring harness (with the pressure sensor connector) into the engine bay next to the washer fluid tank fill pipe.

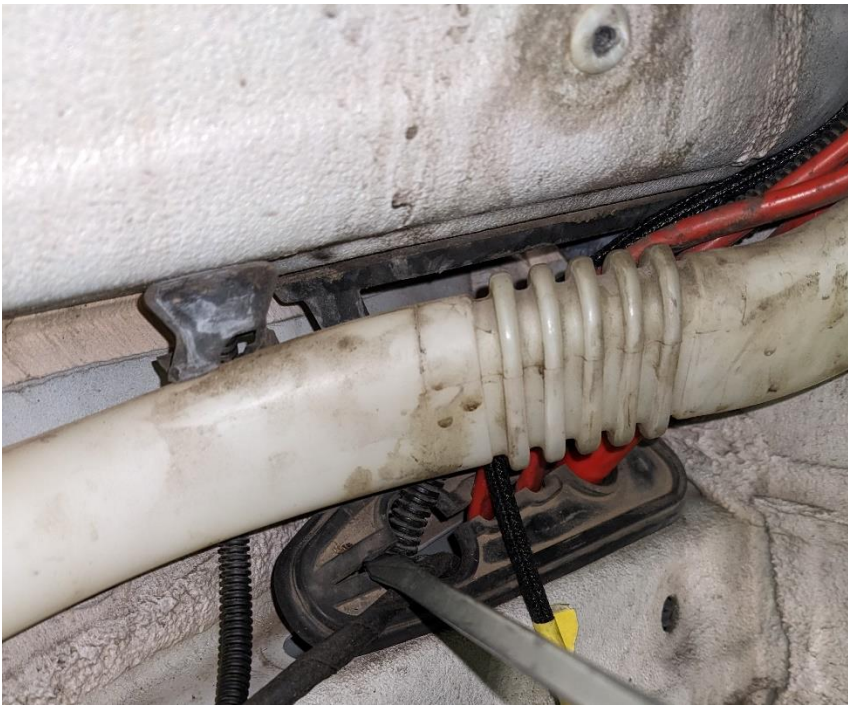


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6. From the engine bay, continue routing the hose and wiring harness to the front of the engine, passing underneath the washer fluid fill piping.



7. Back In the wheel well, route the other end of the long hose and rear portion of the wiring harness through the rubber grommet to the other side of the firewall. If the hole is too tight in the rubber grommet, popping it up out of there it sits can help (and then pop it back in place when you're done).



8. Partially remove windshield washer fluid tank:

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- a. Start by pulling the fill hose out of the tank (be prepared for washer fluid to drain out if the tank is not empty...).



- b. Remove the bolt near the top of the tank.
- c. Pull out the bottom of the tank enough to remove the hose and electrical connector from the pump.



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- d. Pull the tank out further, enough to access the level sensor on the inner side of the tank.

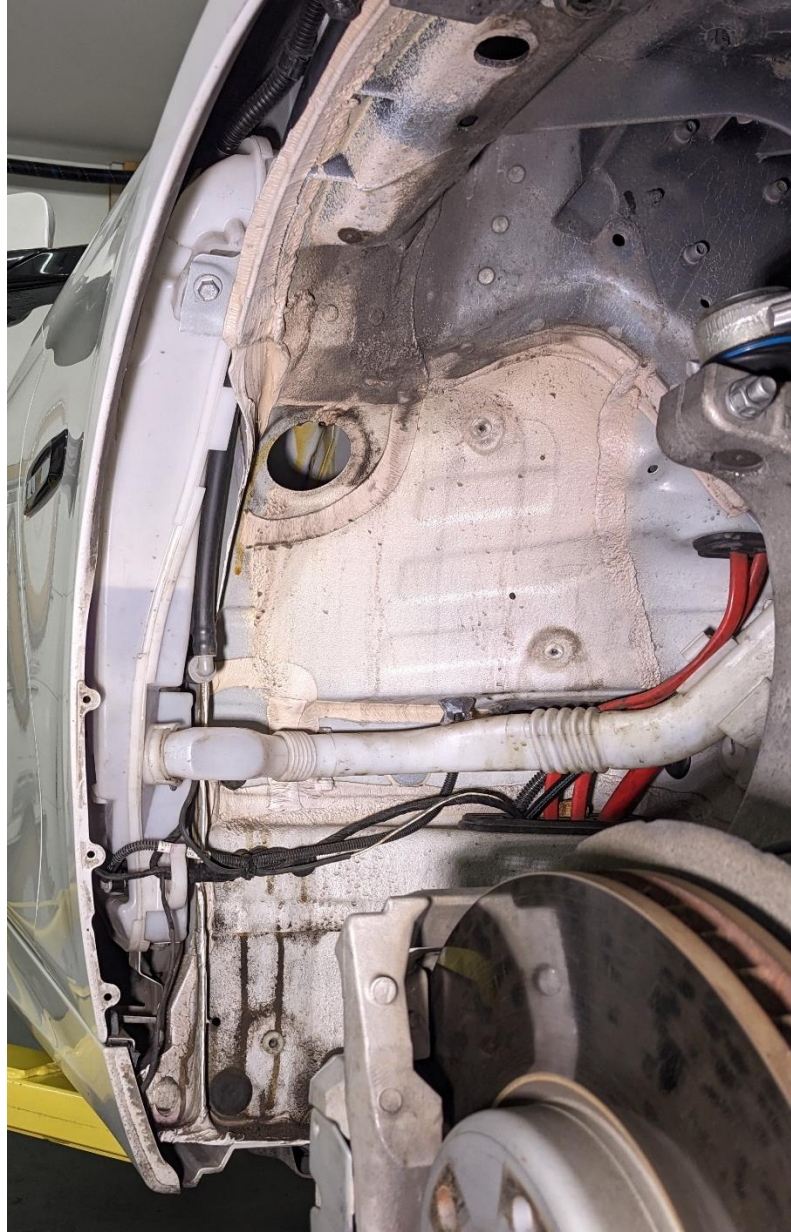


- e. Disconnect the electrical connector to the level sensor and connect the kit wiring harness.



- f. Reinstall the washer fluid tank.

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9. Continue routing the hose and wiring harness underneath the car alongside the large red battery cable:
 - a. Use the Velcro cable ties to secure the hose and wiring harness to the battery cable every few feet.

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- b. As you approach the rear of the car near the fuel tank, use the plastic cable tie to secure the hose and wiring harness to the post (screw) protruding from the bottom of the car. This better protects the hose and wiring harness by preventing them from dropping down through the space between the fuel tank and the plastic underbody protection.

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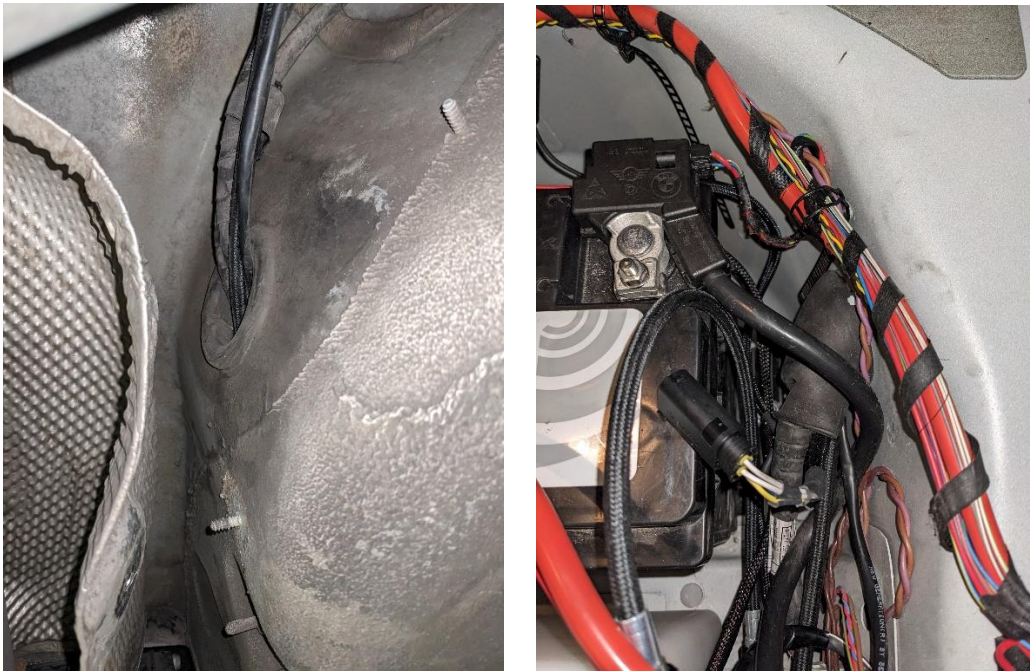
- c. Route the hose and wiring harness over the rear axle.



10. Remove the trunk floor and insert.

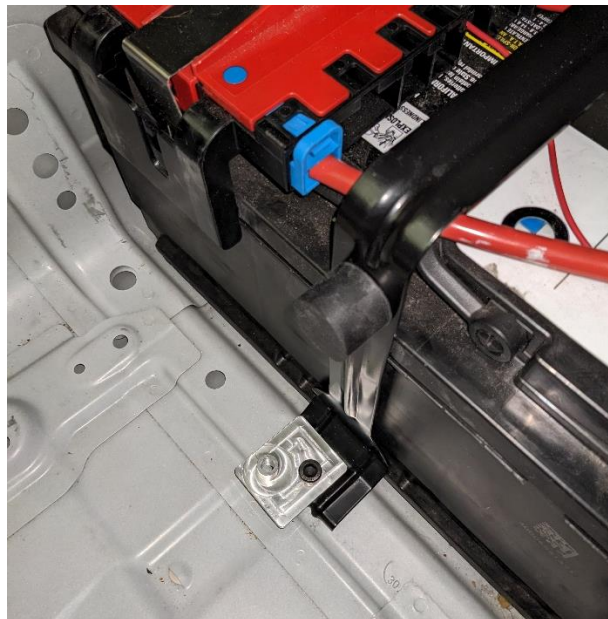
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11. Route the hose and wiring harness through the rubber grommet into the trunk area.



Tip: Push a string or wire through from the trunk side, attach to the hose with tape and pull back through the grommet. Repeat for the wiring harness.

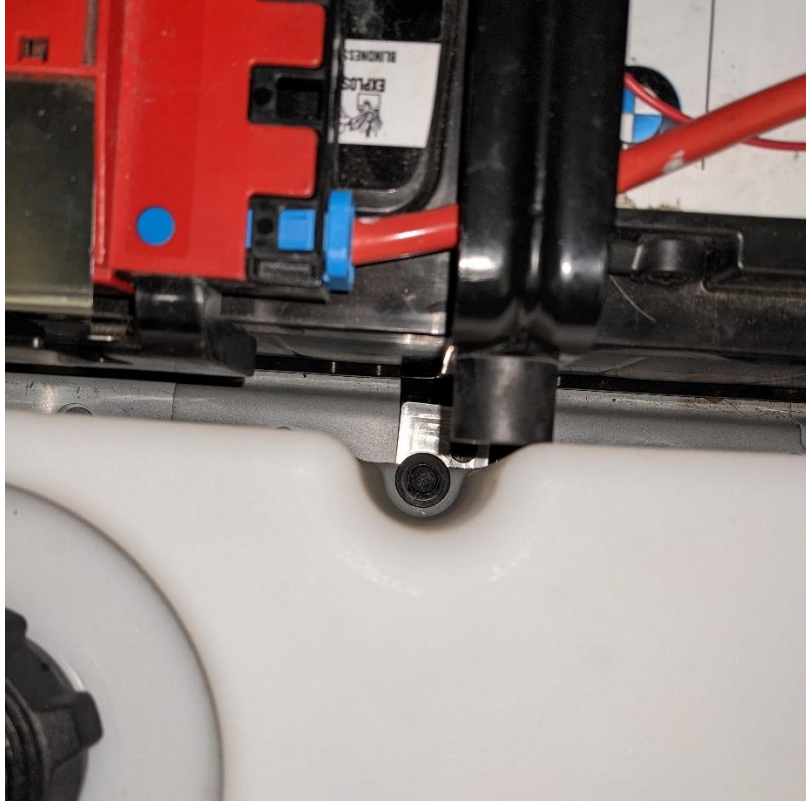
12. Install the tank:
 - a. Remove and discard the bolt attaching the rear end of the battery bracket.
 - b. Install the tank bracket using the round black hex head bolt.



- c. Install the threaded rubber bumper with into the upper portion of the battery bracket.

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- d. Lower the WMI tank into place and secure it to the tank bracket using the black washered bolt.

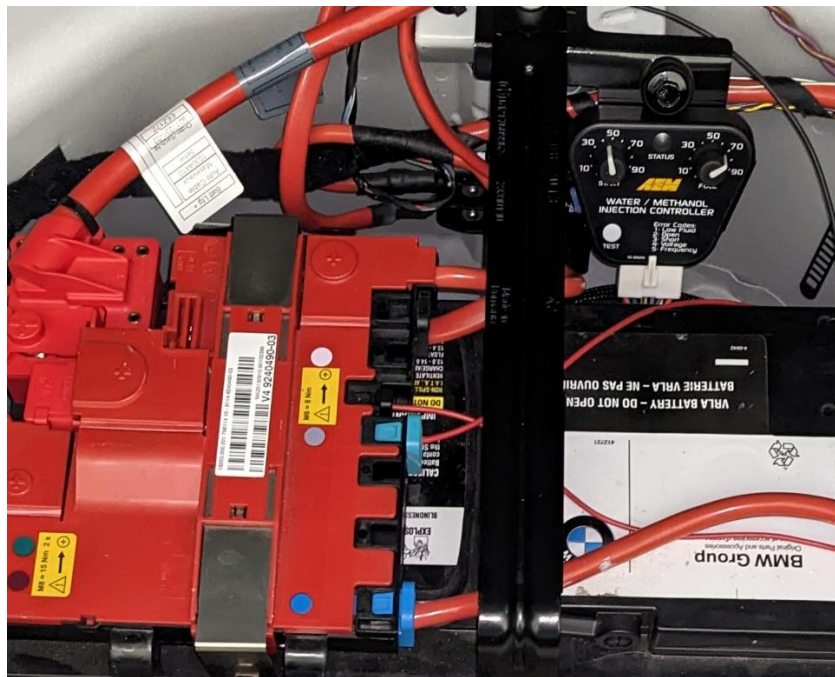


13. Install the controller:
 - a. Remove and discard the bolt attaching the front end of the battery bracket.
 - b. Place the controller mount under the battery bracket and the ground lug on top of the battery bracket. Secure with the stainless steel bolt.

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- c. Attach the controller to the mount using the thick rubber spacer and black washered bolt. Tighten the bolt until the rubber spacer securely holds the controller in place.
- d. Connect the electrical connectors from the tank pump to the controller and the wiring harness.
- e. Plug the light blue 12V battery connector into one of the spare slots in the red battery management module.



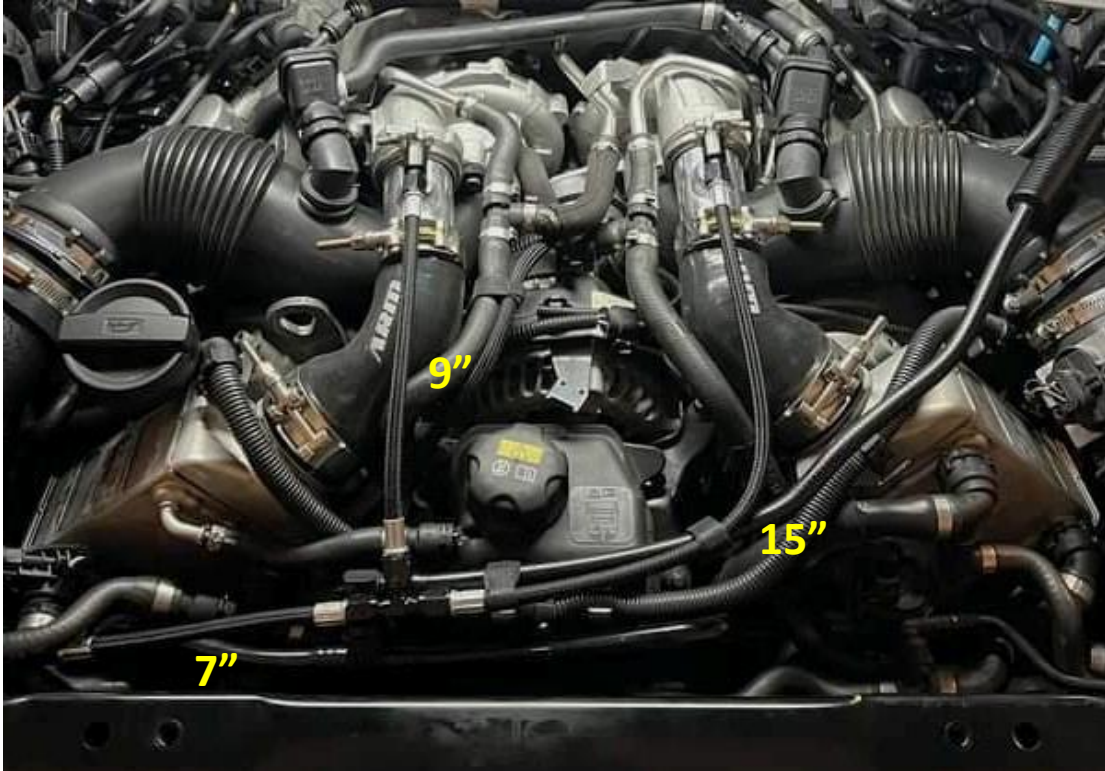
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14. Back in the engine bay, disconnect the electrical connector to the pressure sensor on the passenger side intercooler and reconnect to the wiring harness in between the connector and sensor.



15. Install the nozzles into the nozzle holders, then into the charge pipes using the E6000 sealant (only sealant only on the NPT threaded connections, not any of the AN connections).
16. Connect the check valve to the end of the hose in the engine bay, with the short side of the elbow pointing towards the middle of the engine.
17. Connect the fittings and shorter hoses from the check valve to nozzles (7" hose connects to the elbow, then the tee, then the 9" hose to the bank 1 nozzle, then the 15" hose to the bank 2 nozzle).

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18. Before filling the WMI tank, turn the car ignition on and briefly turn the "Start" knob on the controller towards zero and verify the pump starts running but then shuts off when the knob is turned back.
19. If the pump has a low hum/buzz when the car ignition is turned on, turn the car ignition off, press and hold the test button on the controller, turn the car ignition back on, and then release the test button. This changes the diagnostic mode from always checking for wiring short circuits to only checking while the pump is running.
20. If nothing flows when the WMI pump is running, try temporarily bypassing the check to fully prime the system then reinstall the check valve.
21. Adjust the start and full knobs as desired. A good starting point is 14 psi to start, 20 psi full. Here is the mapping from boost psi to knob settings for 2.5 bar and 3.5 bar TMAP sensors:

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2.5 Bar TMAP

Boost (psig)	Knob Setting
0	38
2	43
4	48
6	53
8	57
10	62
12	67
14	72
16	77
18	82
20	87
22	92
24	97
25	100

3.5 Bar TMAP

Boost (psig)	Knob Setting
0	23
2	27
4	31
6	34
8	38
10	42
12	46
14	50
16	53
18	57
20	61
22	65
24	69
26	72
28	76
30	80
32	84
34	88
36	92
38	95
40	99
41	100