



## INSTRUCTIONS

**BMW E36  
325i,328i  
M31995-1999**

### **AA Tuning GEN III E36 Exhaust.**

**Tools Needed:**

- 13mm Socket
- 3/8" Ratchet, extension
- 12, 13mm Wrench
- Hammer
- Large Screwdriver
- WD 4 lubricant



Have car secured on a lift or on (4) jack stands.

-Remove the R/R muffler clamp.



Remove the L/R muffler clamp



Spray the bolts that hold the exhaust catalyst to the rear muffler. If rusty try soaking first with a rust inhibitor like WD-40 lubricant.

-After pulling these bolts the stock M3 exhaust can now be removed.



Remove the R/R exhaust hanger.



Remove the L/R exhaust hanger.



Inspect the Factory exhaust hanger.

-There is a front and a rear side to the hanger.

-The hanger should be mounted with the short side of hole facing forward.

**-If exhaust hanger is cracked or broken, it can cause an improper mount and possibly some noise related problems.**

**-Replace if suspect.**



Inspect the AA Gen III exhaust; there are (2) side-mounting holes on each side bracket.

-Use the **TOP** hole to mount the exhaust rubber.



It is easier to install the GEN III exhaust to the car with the exhaust hangers already mounted to the muffler.



Before installing the GEN III exhaust, spray the “floating type” ring on the passenger side of the exhaust catalyst.

**Break rust, & loosen ring, if damaged replace it.** The muffler will set ring in the correct position when aligned from rear and tightened.

**(N.B. Important. Above instructions must be adhered to as it affects the correct alignment of tips at rear of car.)**



After spraying and loosening the right exhaust ring, use a large screwdriver with a hammer to tap gently around to help free the exhaust ring.

-Tap the freed ring and move it **further forward to front of car.**

-This will make the ring to not interfere with the exhaust installation.



Inspect the right exhaust ring.  
-It is a fiber type ring, and can deteriorate with time/age.

**REPLACE** if suspect or damaged when trying to loosen it.



Mount the GEN III exhaust.

-The right (passenger) pipe will now **self-seat** the ring. Align tips at rear and tighten flanges.



Tighten the GEN III with the rear rubber hangers to the body first.



Install the metal exhaust ring on the driver's side.

Now tighten the left pipe (drivers side) then the right side.

**Corrections to variations in clearances can be corrected by retightening the GEN III pipes to exhaust catalyst sequence.**

**More tightening on one side can influence the exhaust positioning.**



Check exhausts body for side clearance to spare wheel housing. App .25"



Check for correct rear tip spacing between the rear valance openings.



Check all fittings for proper torque.

-Start engine and check for leaks.

-Perform a road test