



Instructions

AA Racing Exhaust Headers

E36 325i 92-95

E36 M3 1995

E36 M3 96-99

Tools Required:

- Ratchet and extension
- Various sockets, 11mm, 13mm
- WD40 spray lubricant

Recommended Parts:

- (2) Exhaust manifold gasket
- (24) Exhaust manifold nuts – copper locking.
- (1) Air pump simulator
- (2) O2 sensor simulators

You are purchasing a RACE exhaust header that is designed specifically for the E36 M3. Much research and development went into this header through extensive dyno tuning to create a scavenging design that would optimize HORSEPOWER.

READ Properly: This is a Racing performance header made for track applications and conditions. Certain components are required to be removed for proper function and may not be suitable for proper operation on public highways. Please read thoroughly before installing.



**1992-1995 E36 325i models:
1995 E36 M3 model:**

Here is the factory exhaust manifolds.

The longer header goes to the front.



1996-1998 E36 M3 models:

Here is the factory exhaust manifolds showing the position of the air pump and oxygen sensors.

The air pump injects air inside the factory exhaust manifold. The racing header has no allowance for the air pump fixture. It will be disconnected.

OPTIONAL: Install the air pump simulators to correct the "FAULT CODE" if needed.



1996-1998 E36 M3 models:

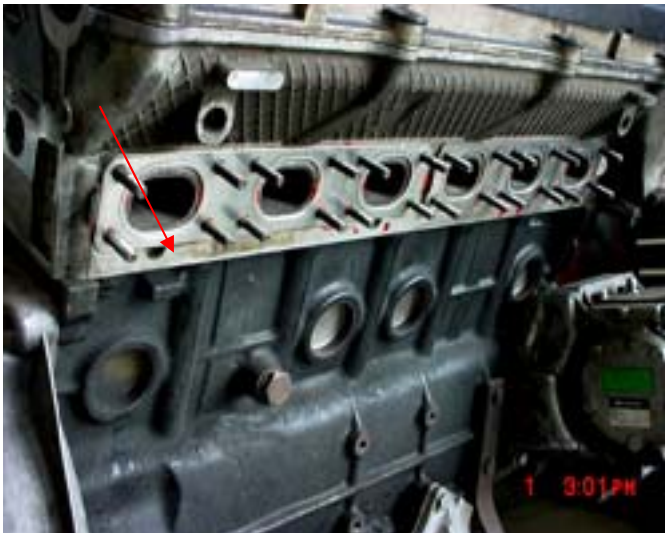
This is the air pump located in the engine bay.

On a racing header, there is no need for a air pump. By installing this header, customer understand that the air pump function is disabled.



1996-1998 E36 M3 models:

Air pump removed from engine bay.



Removal of the factory exhaust manifolds using a 11mm socket.

OPTIONAL:

- Install new exhaust manifold gaskets if needed.
- Install new copper locking nuts



Install **Front** AA race header.

This is the LONGEST of both headers.

Do not tighten securely at this time, just install all exhaust copper nuts to hold headers in place.

Install **Rear** AA race header. Do not tighten securely at this time, just install all exhaust copper nuts to hold headers in place.



Before installing the Y-Pipe, the V-band clamps have to be opened first.

Install the V-band clamp w/o the nut on the shaft for a easier install.



It makes for a easier install to have the V-band clamp already installed on the front AA header before installing the Y-pipe.

NOTE:

There is no nut installed on the V-band shaft.

Installed V-band clamp on front AA header waiting on the Y-pipe.



On the Y-pipe, it makes for a easier install to have the V-band clamp already installed on the Y-pipe. This is done **ONLY** on the **OUTER** flange of the Y-pipe.

NOTE:
There is no nut installed on the V-band shaft.



Installing the Y-pipe to the AA header.



Install both 2.50" V band clamps to connect the Y pipe to both AA race headers.

Install V band clamps, but do not tighten at this time. Just a snug fit. They will be tightened at a later date.

NOTE:
Placement of the V-band nuts.

The rest of the AA race header can now be tightened.

- Start by tightening the first AA header on the cylinder head.
- Next, tightened the back AA header on the cylinder head.
- Next, tighten the V-band clamps on the Y-pipe that connect to the AA headers.



1996-1999 E36 M3 models:

Install the (2) O2 sensor that came out of the factory front exhaust manifolds in the AA race headers.

There are (4) oxygen sensors in the exhaust system. There is provision for the front (2) oxygen sensors in the race header, there are no provisions for the rear oxygen sensors.

OPTIONAL: Install the oxygen sensor pump simulators to correct the "FAULT CODE" if needed.



**1992-1995 E36 325i models:
1995 E36 M3 model:**

For these models, the front O2 sensor holes are sealed off with exhaust bungs that is supplied with the kit.

Now connect the AA track pipe to the AA race headers.

The rest of the exhaust system can be now installed using AA, other aftermarket, or BMW Factory style rear exhausts.

Start the engine and test for exhaust leaks or rattles.