Thank you for purchasing the AWE Track Edition Exhaust for the 2015+ BMW M3 & M4 (F8x).
For up-to-the-minute fitment information, be sure to visit the BMW M Series section of the AWE website.
As always, AWE Performance Specialists are standing by for any questions, at 215-658-1870, or email us here.

Let's go!
PARTS LIST

INSPECT ALL PARTS PRIOR TO DISASSEMBLY OF VEHICLE; IF DAMAGED OR MISSING, PLEASE CONTACT THE PLACE OF PURCHASE IMMEDIATELY.

TRACK EDITION

1 X-pipe inlet section (part LN)
1 Driver side resonated section (part LO)
1 Passenger side resonated section (part LP)
1 Driver side muffler inlet tube (part LS)
1 Passenger side muffler inlet tube (part LT)
1 Rear Track Edition assembly (part WJ)
6 3.00" Accu-Seal clamps
2 V-band clamp/gasket assemblies
1 Chassis brace
4 M8 lock nuts
2 Hanger collars
1 Allen wrench

Optional Non-Resonated Front Section

1 Driver Side non-resonated section (part LQ)
1 Pass. Side non-resonated section (part LR)

Tip Assembly Options

-OR-
4 102mm Exhaust Tips (optional finish)
4 2.38" T-bolt clamps (102mm tips only)
2 102mm Tip Sections (part NH)

STEP 1

Installation of the AWE Performance Exhaust System is the reverse of OEM exhaust removal.

Always refer to the manufacturer service manual for precise torque specifications on all OEM fasteners.

Remove the factory center tunnel support brace.
Apply penetrating oil to the downpipe flange nuts and then remove them.
Remove the factory exhaust from the vehicle.

STEP 2

Remove the valve motors from the factory exhaust.
Make a note of which is the driver side and which is the passenger side motor.
Install the appropriate valve motor onto the corresponding harness.
Use the included zip-ties to secure the harnesses and motors away from the exhaust tube path.

NOTES:

- Be sure to mount the OEM valve control motor and harness away from any hot exhaust pipes or moving components. If the valve control motors are not installed a “trouble light” will occur.
- Do not mix up the original valve motor location; they are side specific.
**STEP 3**

Installation of the AWE Track Edition Exhaust is essentially the reverse of removal.
Use the supplied M8 nuts to attach the AWE Performance Exhaust System to the downpipes.
Use the supplied 3.00” Accu-Seal clamps to join each section together. Install snug, but do not tighten fully at this time.
Use a spray lube on the hanger posts to aid insertion into the factory rubber hangers.
Re-using the factory hardware, install the supplied AWE Center Chassis Brace, with the logo facing as show. The arrow points towards front of car in Figure 4.
Rotate the tubes to achieve 3/16” to 1/4” clearance between them and the chassis brace.

**STEP 4**

Adjust the rotation and length of the tubes to ensure 3/16” to 1/4” of clearance between the driver side and the differential carrier, at the arrow in Figure 4.

**STEP 5**

When tubes are properly adjusted and seated in their slip joints, the exhaust hangers should be slightly angled towards the front of the car, as shown by the arrow in Figure 5.

**STEP 6**

Prior to installing the rear Track Edition assembly, pre-install the rubber mount carriers and supplied hanger post clamp, as shown by the arrow in Figure 6.
Slide the clamp onto the hanger post so that it sits snug against the rubber element, and then tighten down with the supplied Allen wrench.
These clamps will keep the exhaust from sliding laterally under usage and will keep the tips properly aligned in the valance openings.
**STEP 7**

It is crucial to install each section and Accu-Seal clamp correctly to prevent loose joints and exhaust leaks between the tubing connections.

**Arrow A in Figure 7** shows the expanded pipe and the preinstalled Accu-Seal clamp being brought up to the corresponding pipe.

**Arrow B in Figure 7** shows the overlapping pipe installed correctly over the corresponding pipe.

**Arrow C in Figure 7** shows the Accu-Seal clamp being brought to the edge of the expanded pipe.

**NOTES:**
- Do not torque any Accu-Seal clamp until the entire exhaust has been installed and adjusted.
- Torque specification is a minimum of 40 ft/lbs.

**STEP 8**

Use the supplied V-band clamp/gasket assemblies to secure the tip outlet sections to the rear muffler, as shown in **Figure 8**. The supplied gasket fits between the flanges, the "teeth" in the gasket will seat to the formed edge of the assembly. Snug the nut (do not fully tighten).

Install and align the exhaust tips.

Between the V-band joint and the tip clamps, adjust rotation, angle, and stagger of the tips to fit the valance openings.

After checking tip alignment, fully tighten the V-band clamps and tip clamps.

**NOTE:** For the optional 102mm size tips, use the supplied t-bolt clamps to secure into location.

**STEP 9**

To accomplish the best tip fitment, align the tip clamp to cover only the slot, as shown by **Arrow A in Figure 9**.

The clamp should only be covering the section of the tip that has been slotted, as shown by **Arrow B in Figure 9**.

Torque the tip clamp to a minimum of 18 ft./lbs.

**NOTES:**
- It is required to apply anti-seize to the threads to prevent the clamps from breaking, shown by **Arrow C in Figure 9**.
- It is okay to have the clamp extend beyond the edge of the tip inlet.

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**CARE**

Once installed properly, the AWE Exhaust will provide a lifetime of trouble free performance.

Please note that the exhaust volume and sound will settle with usage. 800-1000 miles is typically required to fully break in a new exhaust system.

Periodic cleaning of exhaust tips is necessary to maintain proper finish, especially in areas prone to road salt and caustic deicing solutions. Use a mild soap and water solution or car wax to clean the finish. Avoid using metal polishes, as they can scratch the finish.

Any questions or comments, please do not hesitate to contact us:

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**WARRANTY**

Up-to-date warranty information is found [HERE](#).