



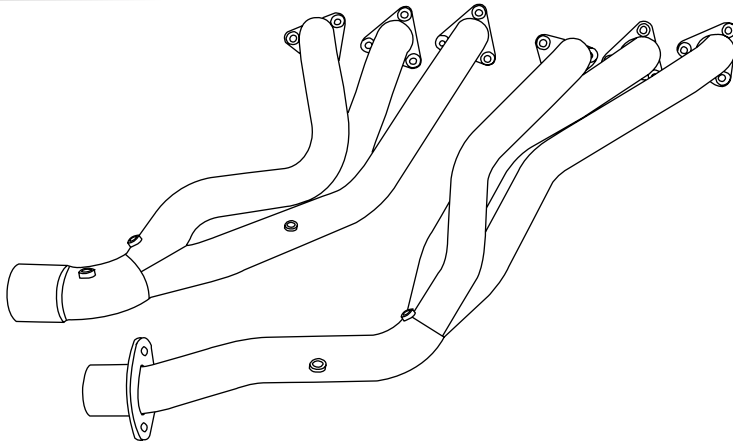
INSTALLATION INSTRUCTIONS

MAKE: BMW
MODEL: M3 (E46)
YEAR: 2001-2006
ENGINE: L6-3.2L

Headers
Stainless Steel
48-36306

aFe recommends professional installation on our products.

Caution: Allow time for your vehicle to cool down prior to installation. When working on or under your vehicle proceed with caution. Exhaust systems reach high temperatures and may cause serious burns. Wear protective safety equipment; eye goggles and gloves to ensure a safe installation. **Note:** These headers require an aftermarket software to clear the check engine light.



Parts Included:	QTY
03-50245 Bolt, Hex Socket: M8 x 1.25 x 40	4
03-50159 Washer, Flat M8: 16mm	4
05-43066 Flange, 1-5/8" ID 2 Bolt	1
05-40116 Thermo Wrap Heat Tape 3" x 3"	2

- Step 1:** (Read Instructions prior to installation) Secure vehicle on jack stands (Refer to your manual for specified jack stand positions).
- Step 2:** Remove the plastic valve (wire) cover. You will need to remove the oil filter cap when pulling the cover off but immediately re-install the oil filter cap once the cover is removed. (It is recommended that you take a photo of the routing of the o2 sensor and EGT wire to help when re-installing).
- Step 3:** Drain Coolant.
- Step 4:** Remove coolant overflow tank.
- Step 5:** Remove coolant overflow hose from the coolant return pipe. Coolant will spill out so place rags over the factory header heat shields.
- Step 6:** Remove EGR valve from the side of the block.
- Step 7:** Remove heat shields.
- Step 8:** Remove the center brace and cross brace secured to the chassis under the exhaust system.
- Step 9:** Remove exhaust system.
- Step 10:** Take some masking tape and label each o2 sensor so you know which order they go back. THIS IS CRUCIAL, IF THE O2 SENSORS ARE NOT IN THE RIGHT ORDER, THE VEHICLE WILL GO INTO LIMP MODE AND RUN VERY POORLY.
- Step 11:** Now from under the hood, mark each o2 sensor plug to mating to the wire harness (Use masking tape and label) and unplug. ONCE AGAIN, IF THESE GET MIXED UP, THE CAR WILL RUN POORLY.
- Step 12:** Remove the x4 o2 sensors and EGT sensor from the OE exhaust manifold.
- Step 13:** Remove the x18 copper nuts securing the OE exhaust manifolds to the cylinder head.
- Step 14:** Remove OE exhaust manifolds.
- Step 15:** Inspect gaskets. Replace if necessary.
- Step 16:** Install the x4 o2 sensors in the correct order and locations on the aFe Power headers.
- Step 17:** Install the aFe Power headers back on the cylinder head using the original gaskets and x18 copper nuts and tighten.
- Step 18:** Install the EGT sensor back on the aFe header.
- Step 19:** Re-route and plug the sensor plugs back on the wire harness. Refer to your marking to make sure order is correct. Route the o2 sensor wires under the chassis heat shields to keep away from the exhaust heat. This can be accomplished by adding slack to the o2 sensor wires.
- Step 20:** Using the supplied heat adhesive tape, wrap the o2 sensor wires where it is exposed near the aFe headers at the collectors.
- Step 21:** Install the supplied aFe flange to the aFe header (The one that does not have a flange welded to it at the collector) and install the original donut gaskets (Replace if necessary).
- Step 22:** Using the x4 supplied bolts, washers, and original nuts, install the exhaust system back onto the vehicle.
- Step 23:** Install the center brace and cross brace back on the chassis.
- Step 24:** Install the EGR valve back on the block.
- Step 25:** Install the coolant overflow back on the chassis and coolant return pipe.
- Step 26:** Using the photo for a reference, route the wires back on the valve cover and install the plastic wire cover.
- Step 27:** Add coolant until it is at the correct level (Refer to your owner's manual for the correct level and coolant type).
- Step 28:** Re-check all your work.
- Step 29:** Remove vehicle off jack stands.
- Note:** It is normal for the aFe header to emit smoke for the first few minutes upon initial start-up.



THIS PART IS FOR RACE USE ONLY

This is a "Race Only" Product used solely for Competition. Its use is limited to closed-course and open-course racing that is formally sanctioned by a recognized racing organization. Any other use, including street, highway, and recreational off-road use, could be in violation of local, state and federal laws.