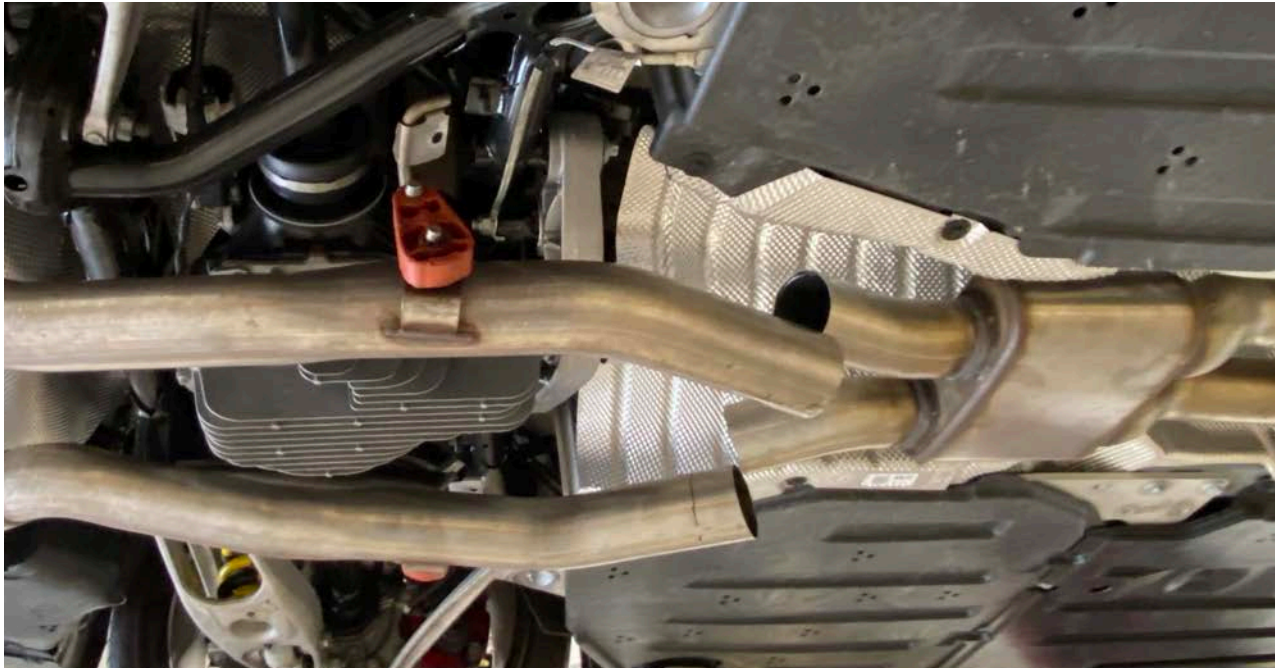


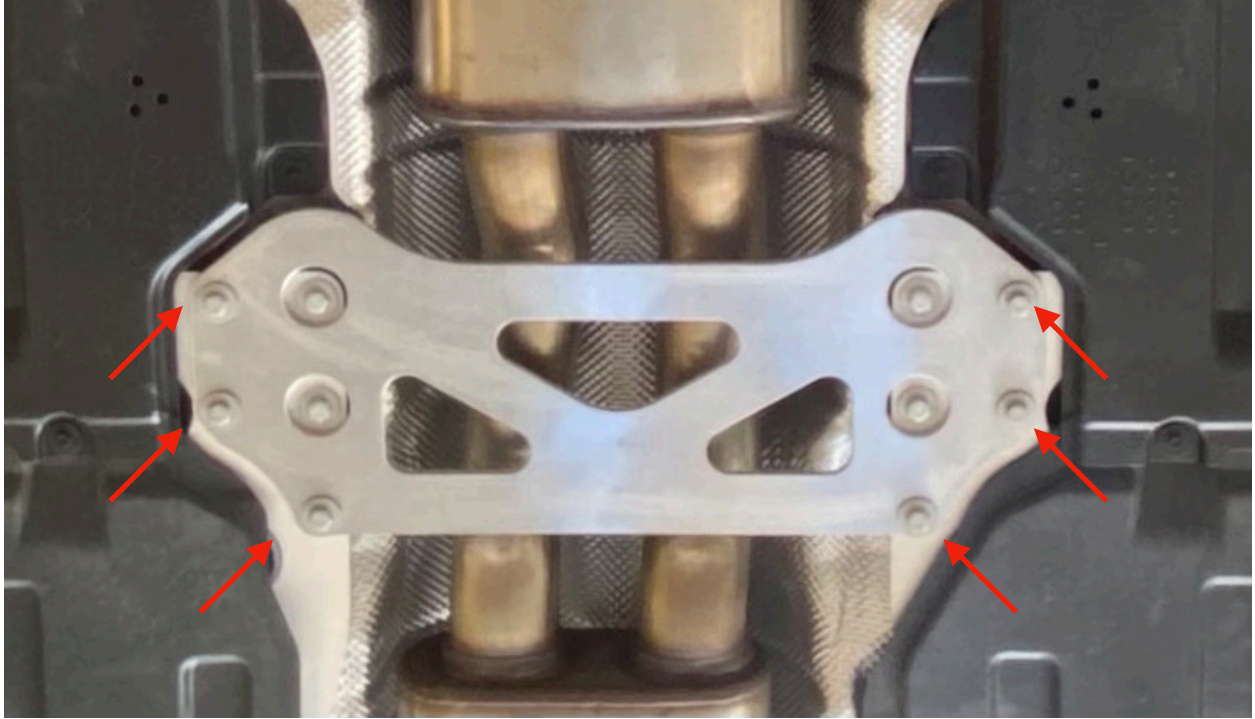
# Valvetronic Designs G8X M3 Midpipe Install



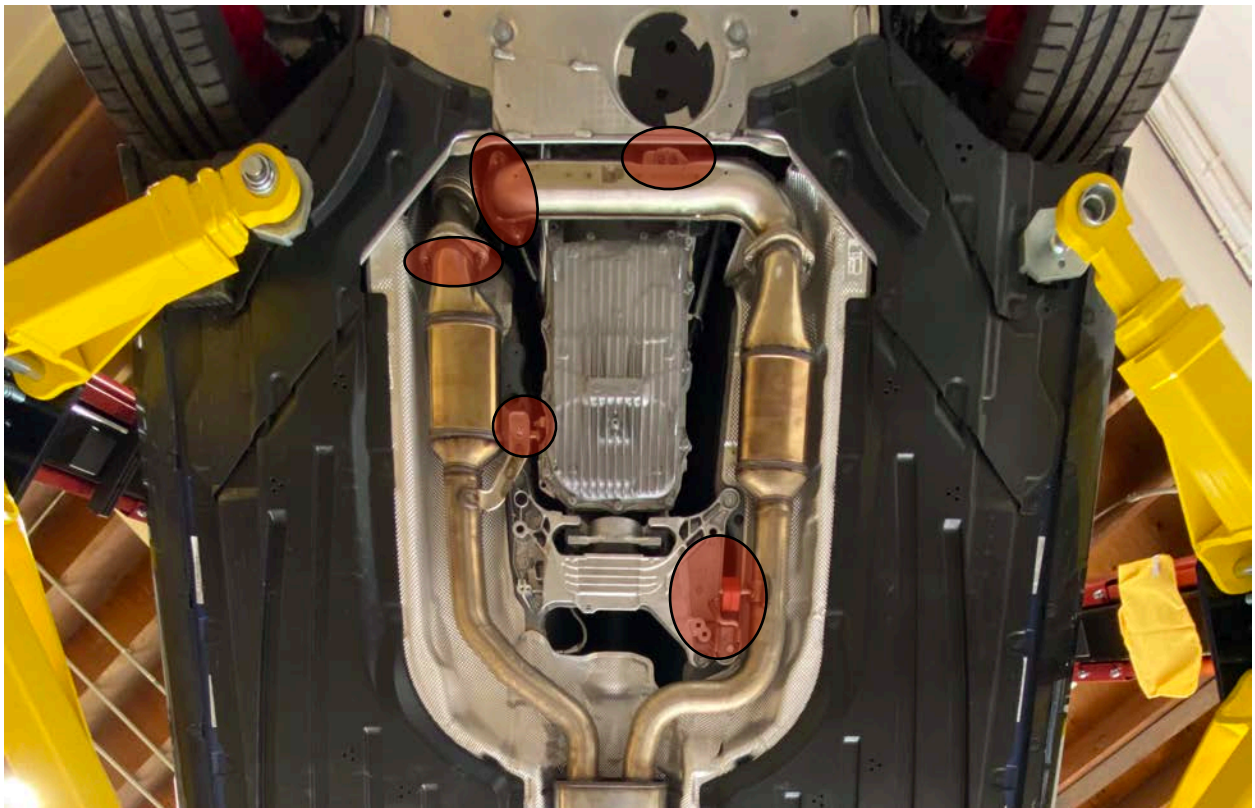


1. Loosen and lower, but do not fully remove the exhaust hangers by the rear diff. This will give you more room to cut the midpipe from the axle back unit between the 2nd and 3rd dimple. File down any burrs.

2. Remove the (6) 13mm bolts that hold on the chassis brace.



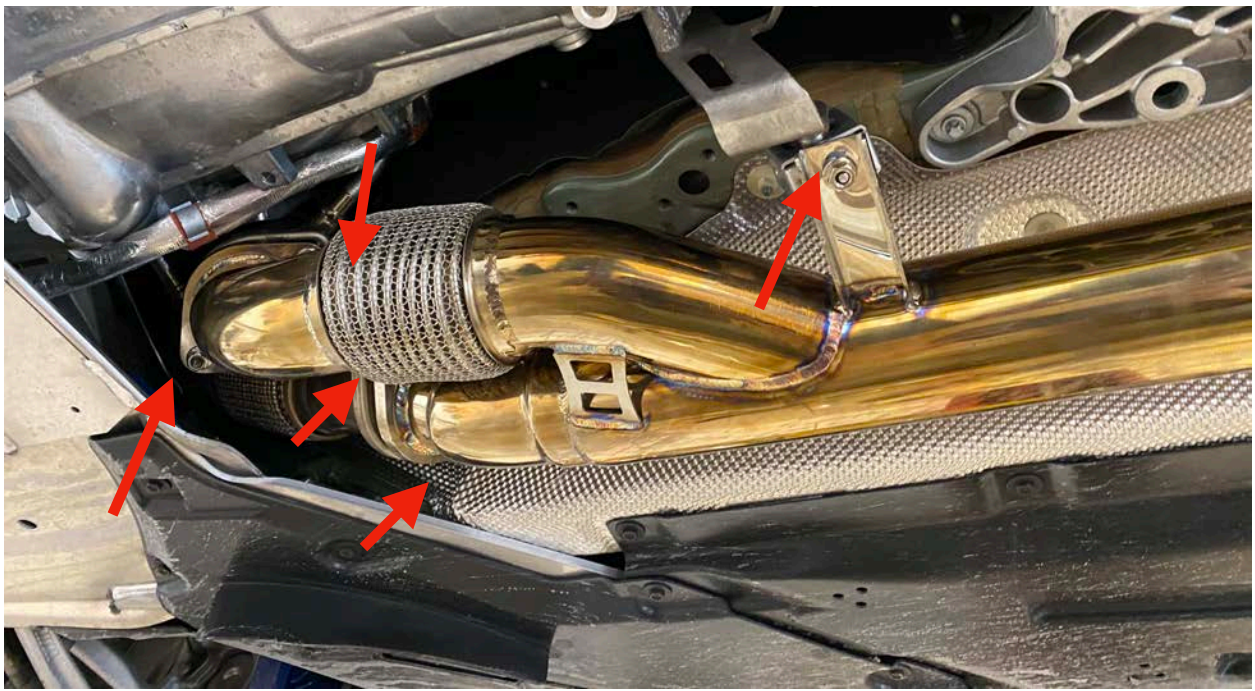
3. Remove the (4) 13mm nuts that hold the midpipe to the downpipes. Then remove the (2) 13mm nuts that hold the crossover pipe to the crossover pipe hanger. Once you remove those nuts, remove the left and right 13mm transbrace hanger nuts.



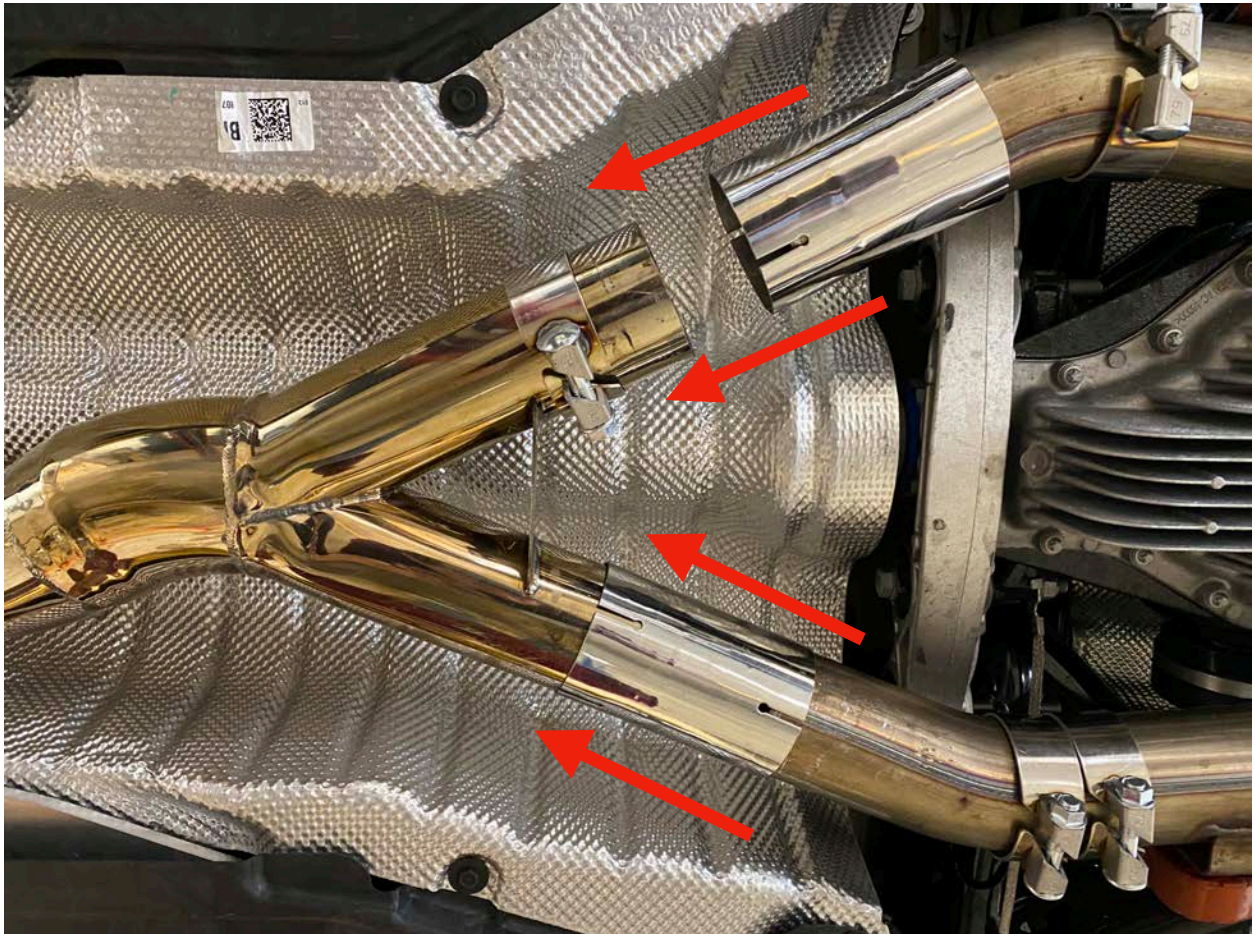
4. Once you have cut the midpipe from the axle back unit and have removed the nuts that hold the midpipe to the downpipes and trans-hangers, remove the midpipe section from the car.
5. With the stock exhaust removed from the car, assemble the new Valvetronic Designs G8X Midpipe on the ground. With the unit still on the ground, connect the y-pipe to the midpipe and loosely clamp them together.



6. Slide the sleeve style clamps over the ends of the factory rear section as far back as you can to then make installation of the y-pipe down the road easier.
7. Take the midpipe along with the clamped Y-pipe and mate the flanges of the midpipe to the downpipes. Start with loosely bolting on the right downpipe and then the left downpipe. While you have both downpipes loosely connected bolt up the trans-hanger.



8. Connect the Y-pipe to the rear section via the sleeve style clamps. Do so by sliding the clamps you placed earlier on the rear section towards the Y-pipe. Note how even the Y-pipe is with the rear section.
9. If your Y-pipe doesn't line up with the rear section as pictured, you will need to tweak your angles. Try rotating where the midpipe and the Y-pipe mate up.





10. Now that all of the pipes are connected go back and tighten the downpipe flange bolts one by one switching between the bolts to ensure even sealing of the gaskets; then fully tighten the trans-hanger.
11. Once you have that tightened, tighten where the midpipe and Y-pipe meet and then the sleeve style clamps from the Y-pipe to the rear section.
  1. Don't forget to tighten the hangers by the rear diff at this time.



12. Re-install the chassis brace.

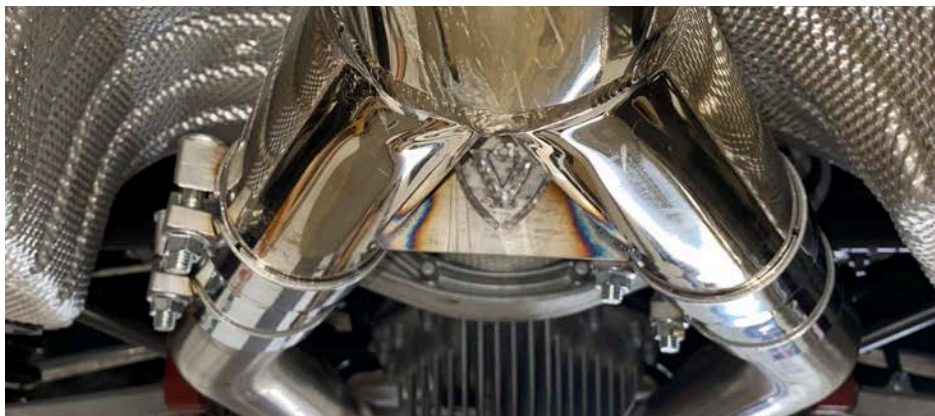
13. The install is complete.

## Things to Note

- There should not be any major strain on the trans-hanger. In the image below you can see that the nut is fully seated and the hanger points straight down and isn't cocked to either side of the car.

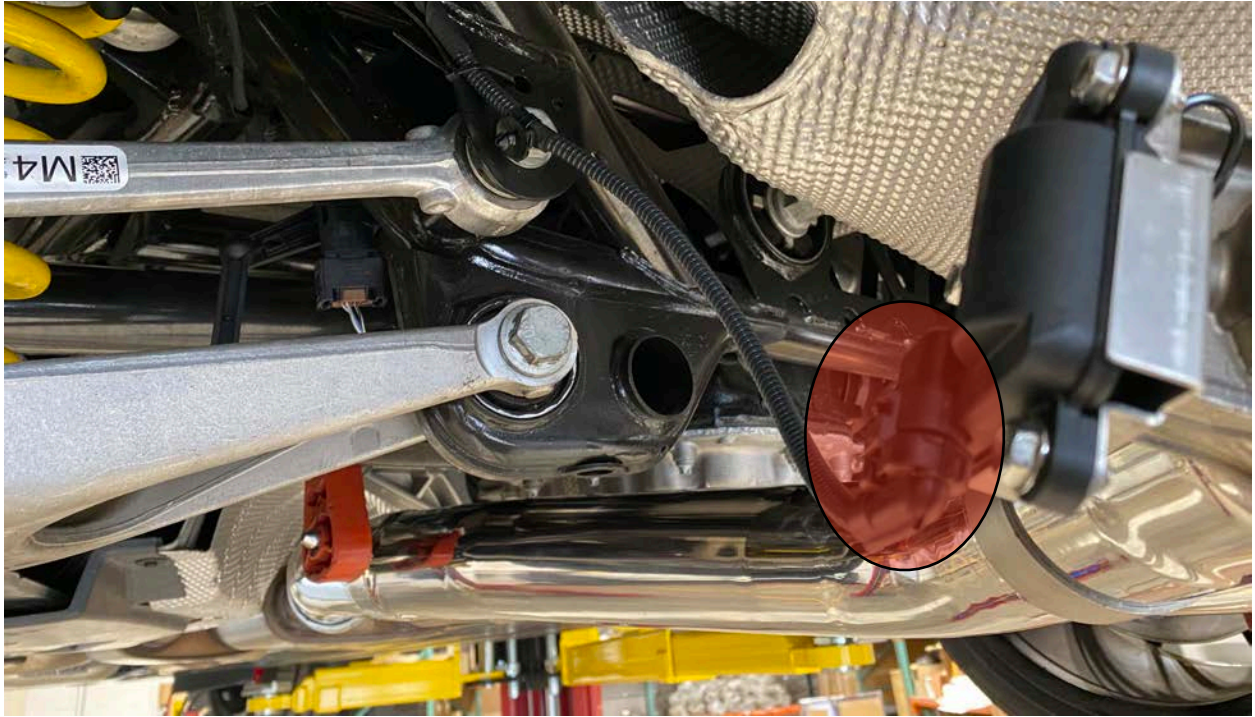


- All clamps and hanger bolts point straight down to make sure no point on the system will catch on anything.

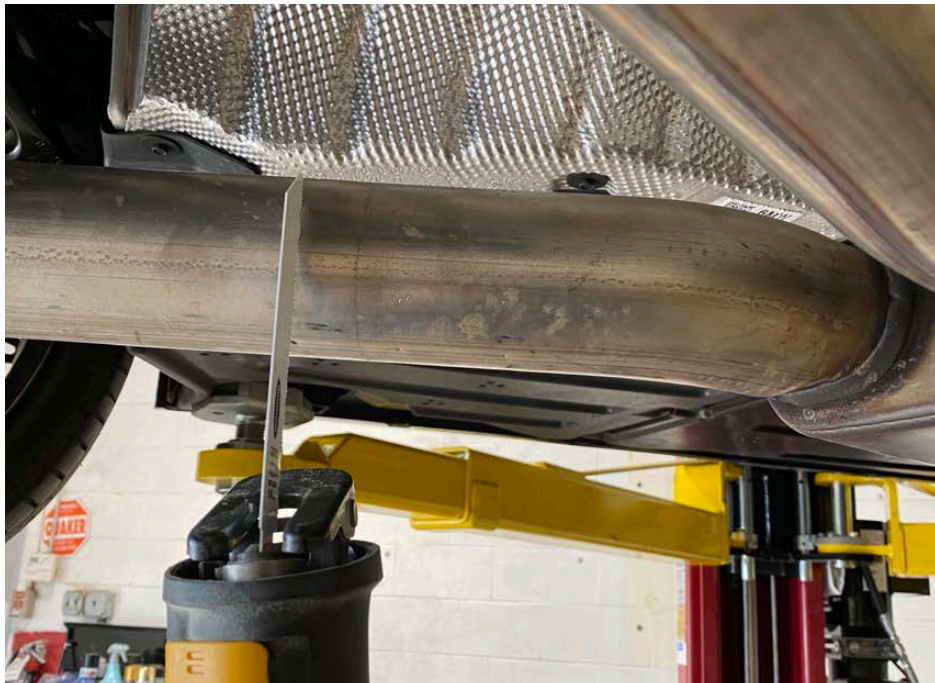


- Valvetronic Designs logo is "right side up" as in not "upside down" where the Y-pipe connects to the rear section.

# G8X M3 Rear Section Install



1. Unplug the valve motor controllers from the rear section
2. Cut the midpipe from the rear section between the 2nd and 3rd dimple

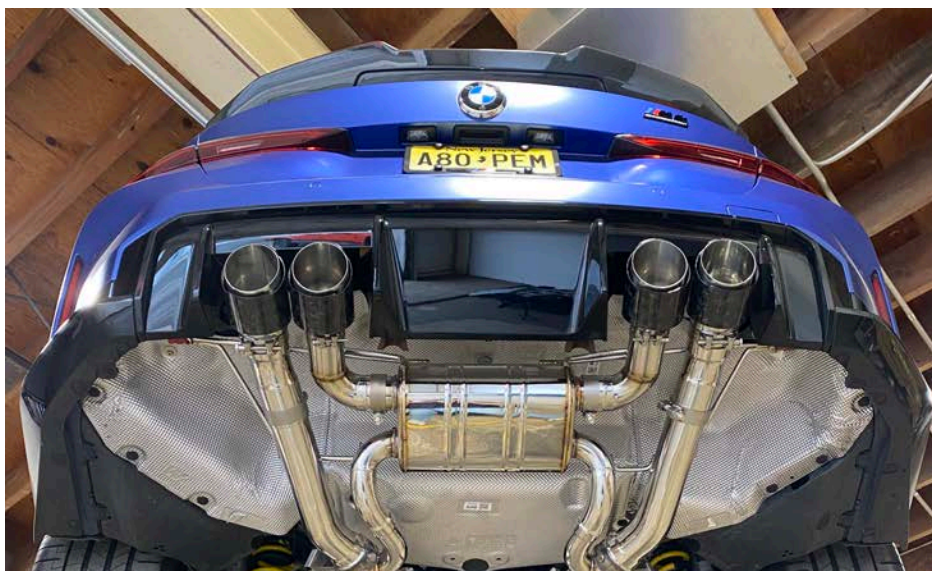




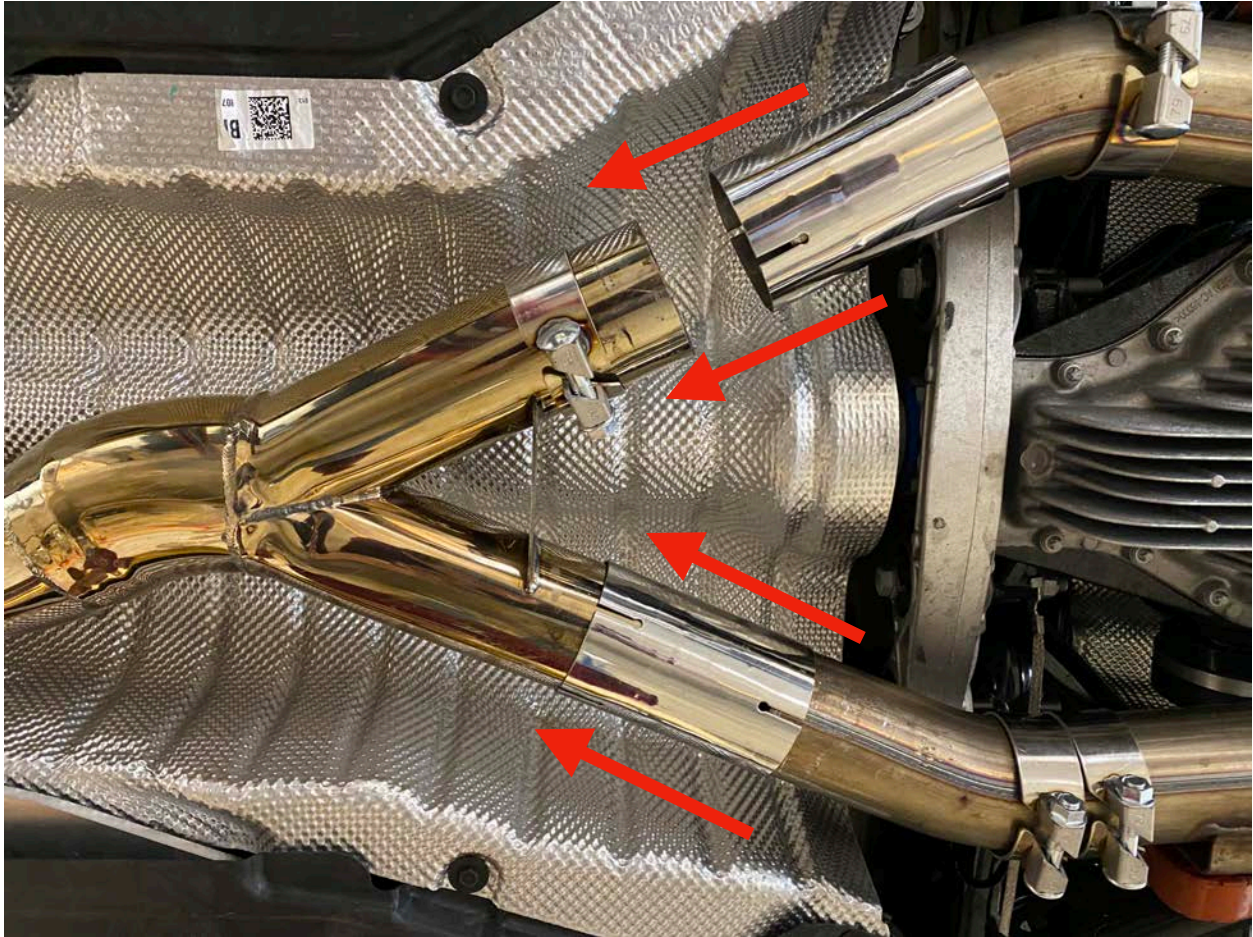
3. Then remove the (2) 13mm nuts for the exhaust hangers by the rear diff and the (2) 13mm nuts for the exhaust hangers by the rear bumper.
4. Once the hangers are removed, drop the rear section of the exhaust.



5. With the stock system and the Valvetronic Designs system on the ground, move the rubber exhaust hangers and valve control motors over to the new system.



6. Install the new Valvetronic Designs axle back system by lifting the system into place and loosely installing the exhaust hangers by the rear diff and rear bumper.



7. Slide on the sleeve style clamps to connect the rear section to the factory midpipe.
8. Add and align the tips too desired length.