

PRICE

Sanspeed before and after dyno run: **£100**

Eisenmann connecting pipes and rear muffler: **£2075.91**

Mention *PBMW* when ordering your Eisenmann exhaust and receive **15%** off your order until Friday 30 December 2016!

THANKS AND CONTACT

CA Technologies International
01202 822792
www.ca-int.co.uk

Sanspeed
020 8303 4314
www.sanspeed.co.uk

Eisenmann UK
www.eisenmann.co.uk



BMSport had the system installed in about a half an hour, using Eisenmann's new connecting pipes



E92 M3 on Sanspeed's Dyno Dynamics dyno with the new system fitted

LOU'S E92 M3

As I mentioned in part one of this report (see last month's issue of *PBMW*), I was intrigued as to whether an aftermarket exhaust would increase power. BMSport, who fitted the system, recommended that I use remap specialist Sanspeed to have the car dyno'd, first with the stock system and then with the aftermarket system. So, that's exactly what I did.

Having read a few articles that reported a two to three per cent improvement with an Eisenmann system, it was a little disappointing to see power drop by 0.2hp to 382.5hp. However, given the Eisenmann tips are a little bigger than the standard ones and when a vehicle is tested on a dyno there can be significant variations from test to test without any change to the engine, I guess it didn't come as a total surprise.

To that end a manufacturer will probably take the worst run from their before tests and their best from after tests in order to show the biggest gain. This means exhaust system performance estimates are always very generous. It's also

worth bearing in mind that power gains with bolt-on parts are limited as every modern engine comes with an array of sensors and an engine management computer, which is programmed to keep your engine running the way the car maker designed it to. If you change things, even just a little bit, the engine computer compensates to bring the system back to the design specification.

I've also since been told by Eisenmann that the exhaust internals take time to settle in (around 1000 miles) before this type of highly-engineered muffler reaches its full flow rate so it's quite normal to see less power when the unit is brand-new. To that end, it'll be interesting to see the results if I get it on Sanspeed's rolling road again.

I think the lesson to be learnt here is that an exhaust by itself won't ever add a lot of power, but that wasn't my objective. I opted for an aftermarket system as I wanted a sportier exhaust note, and that's exactly what I've now got. It now sounds like it's got a V8 under the bonnet and it no longer disappoints when you go through tunnels with the windows down.

The only negatives are that on start-up it's really deep and throaty (much to the annoyance of my neighbours at 5am) and cruising around 2000-2300rpm I get some drone, which I had prepared myself for anyway. Other than that, though, it's perfect. It really sings under heavy acceleration and, more importantly, it's not too loud for every day driving.

The Eisenmann Performance connecting pipes and rear muffler are not the cheapest on the market but when you're competing with BMW's own M department you don't want to scrimp on quality. All Eisenmann systems are hand-crafted, constructed from 100% stainless steel and use the latest in computer aided design as well as lab analysis and testing. Despite having only been established since 1988 Eisenmann is the OE supplier to Porsche AG, Mercedes AMG, Mercedes McLaren, Rieger Tuning GmbH and MST Wiesmann GmbH, which speaks volumes.

So, there you go, the Eisenmann exhaust is staying on the car! Next on the list is an intake and possibly custom remap...