



IMPORTANT WARRANTY & INSTALLATION INSTRUCTIONS ATTACHED

*Please Forward All Attached Information to Consumer.
Warranty Not Valid Unless Returned to CORSA.*

We ask that you take a few moments to
complete our warranty registration form.

To Activate Your LIFETIME WARRANTY, Go To:
CORSAPERFORMANCE.COM/WARRANTY



MADE IN THE USA



For Full-Color Installation Instructions, Please Visit:
CORSAPERFORMANCE.COM & Search Part #

Please be sure to review the enclosed instructions prior to beginning the installation process.
If you have any questions about the enclosed parts, instructions or encounter a problem during
installation, **CALL CORSA PERFORMANCE TECHNICAL ASSISTANCE AT 800.486.0999.**

Please take time to read and understand these installation instructions.

CORSA recommends that installation of this system be performed by a qualified service center or professional muffler installer who has the necessary equipment, tools and experienced personnel. However, if you decide to perform this install, the use of a hoist and an additional person will be required.

CAUTION: Never work on a hot exhaust system. Allow time for the vehicle to cool. Always wear eye protection when working under a vehicle.

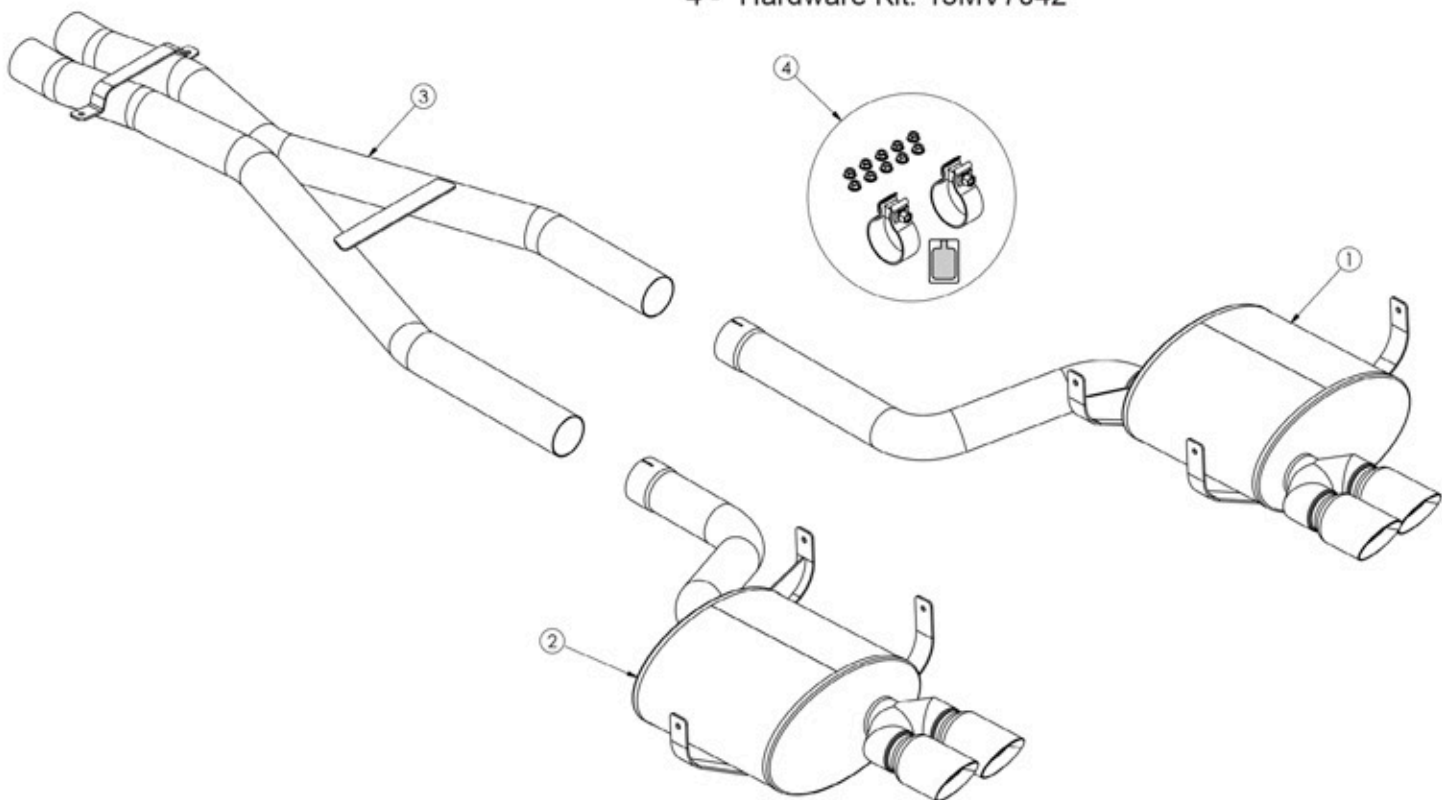
Please confirm that all parts are present before beginning the factory exhaust system removal and CORSA exhaust system installation.

Recommended Tools:

- Safety Glasses
- 13mm Socket
- 15mm Socket
- (2) 13mm Open End Wrenches
- Ratchet
- Torque Wrench
- Long Extension (12") for 13mm socket
- Soap & Water Solution

Bill of Materials:

- 1 - Rear Muffler Assembly - Passenger Side
CORSA: 13MV2031 / UUC: 13MV2041 (Polished Tips)
CORSA: 13MV2043 / UUC: 13MV2045 (Black Tips)
- 2 - Rear Muffler Assembly - Driver Side
CORSA: 13MV2032 / UUC: 13MV2042 (Polished Tips)
CORSA: 13MV2044 / UUC: 13MV2046 (Black Tips)
- 3 - X-pipe Assembly: 13MV4057
- 4 - Hardware Kit: 13MV7042



Removal of Stock System:

Note: If vehicle is equipped with a rear tow hook, this must be removed before installation.

1. Remove the two flange nuts that secure the bottom of the compression grommets to the factory cross brace using a 13mm socket and ratchet. Note that these nuts will not be reused. (See Fig. A)



Fig. A

2. Remove the two short bolts and the single long bolt that secure the factory right side chassis brace using a 13mm socket and ratchet. (See Fig. B & C) Pull the right side chassis brace down to separate it from the vehicle. (See Fig. D)



Fig. B

3. Repeat step 2 for the left side of the vehicle. Note that the factory cross brace will come off as the two short bolts that secure the front of the left side chassis brace are removed. (See Fig. E) Set aside all six bolts, both chassis braces, and the cross brace to be reused during the installation process.

4. Loosen both nuts on each of the factory sleeve clamps using a 13mm socket and ratchet. (See Fig. F)

NOTE: Support the underside of the factory rear mufflers at this time using adjustable support stands (or equivalent), as the entire stock cat-back will be free to droop down once the rear muffler hanger mounts are unbolted from the chassis in the following steps.

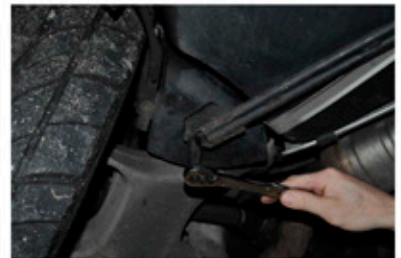


Fig. C

5. Remove the six nuts that secure the three right side rubber hanger mounts to the chassis using a 13mm socket, ratchet, and a long extension. (See Fig. G & H)

6. Repeat step 5 for the left side of the vehicle. Set aside all twelve nuts to be reused during the installation process.

NOTE: Having an assistant for the following step is recommended, as it will make removal of the factory system much easier. The factory rear exhaust section is very heavy and awkward to carry for one person.



Fig. D



Fig. E



Fig. F



Fig. G



Fig. H

7. Carefully slide the entire factory cat-back section away from the sleeve clamp location to free it from the vehicle. **(See Fig. I)** Remove the two factory sleeve clamps from the cat-back inlet, and set them aside to be reused during the installation process.

8. With the cat-back exhaust section now on the ground, remove the bolts that mount all six of the right and left side rubber hanger mounts using a 13mm socket and ratchet. **(See Fig. J)** The inner rubber hanger mounts on each side are also connected to the heat shielding. **(See Fig. K)** Make sure to note the orientation of all the left and right side hanger mounts as they are installed prior to removing them from the cat-back exhaust section. Set aside all six of the rubber hanger mounts, the heat shielding, and the six hanger mounting bolts to be reused during the installation process.

NOTE: It is important to inspect the factory rubber grommets for excessive wear or cracks. If your factory grommets are worn out, do not reuse them when installing your new exhaust. Worn out grommets will cause the exhaust system to hang too low and move excessively under normal operation. The BMW part number for each of the rubber grommet is 18201401797.

9. Remove the two flange nuts that secure the top of the compression grommets to the factory exhaust using a 13mm socket and ratchet. Note that these nuts will not be reused. **(See Fig. L)** Set aside the compression grommets to be reused during the installation process.

10. Removal is complete. Installation of your CORSA Performance exhaust system can now begin. Continue to page 4.



Fig. I



Fig. J



Fig. K



Fig. L

Installation of CORSA Exhaust System:

NOTE: Apply the anti-seize lubricant (supplied) to the threads **ONLY** of all the clamps and flange bolts. Failure to follow this procedure can cause nuts to seize on clamps and potentially destroy threads. After applying anti-seize lubricant, be sure to thoroughly clean hands as lubricant will tarnish stainless steel.

NOTE: Align all clamps so that the center of the clamp bolt is 90 degrees from the notch in the pipe (See Fig. A, CLAMP, to the right.)

All clamps should be tightened using a properly calibrated Torque Wrench. Using an air impact gun will damage the clamp and reduce its ability to effectively seal the joint. It may also cause the joint to separate thereby causing damage to your exhaust system and your vehicle.

1. Remove all exhaust system components from the shipping carton, including the two 2.5" clamps, and the ten M8 flange nuts.

2. Locate the CORSA X-pipe assembly, two of the supplied M8 flange nuts, and the two compression grommets set aside in step 9 of the removal process. Install the studs on the compression grommets through the holes in the X-pipe mounting bracket as shown, and secure with the M8 flange nuts, using a 13mm socket and ratchet. (See Fig. B) The un-mounted (lower) ends of the compression grommets will be positioned near the flattened pipe section on the underside of the X-pipe when they are properly oriented.

3. Locate the factory sleeve clamps set aside in step 7 of the removal process. Insert each sleeve clamp onto the X-pipe inlet as shown, making sure that the clamp nuts are facing downward, and are positioned to the outside of each pipe. (See Fig. C)

4. Install the X-pipe onto the outlet of the factory catalytic converters. The outlet pipes from the OEM catalytic converters may need to be moved slightly from side to side in order to have them both simultaneously align with the X-pipe inlet. (See Fig. D) Position the factory sleeve clamps back into their original position, and then loosely tighten both nuts on each sleeve clamp with a 13mm socket and ratchet. The clamps should be tight enough to prevent the X-pipe from separating from the connection point, but still loose enough that the X-pipe assembly can be moved from front to back at the clamping location. (See Fig. E)

5. Locate the factory chassis braces, the cross brace, and the six mounting bolts all set aside in step 3 of the removal process, along with two more of the supplied M8 flange nuts. Install the factory cross brace onto the lower mounting studs of the compression grommets, and secure with the M8 flange nuts. These nuts should not be tightened at this time. (See Fig. F)

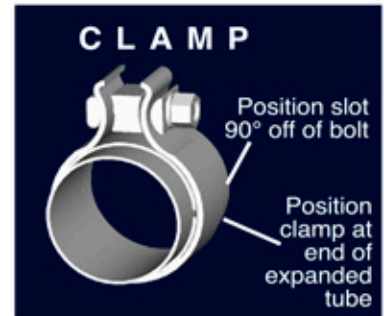


Fig. A

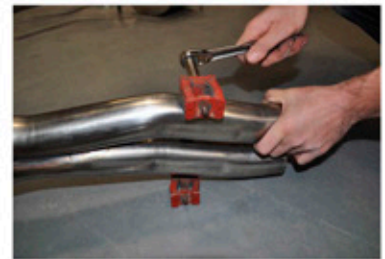


Fig. B



Fig. C



Fig. D



Fig. E



Fig. F

6. Install the right side factory chassis brace as shown. (See Fig. G) The X-pipe assembly may need to be repositioned slightly from front to back to get the forward mounting location to align with the holes in the chassis. Secure the chassis brace with the two short bolts and the single long bolt using a 13mm socket and ratchet. (See Fig. H & I)



Fig. G

7. Repeat step 6 for the left side factory chassis brace. Torque all six of the chassis brace mounting bolts to factory specs.

8. Locate the six rubber hanger mounts, along with the twelve factory retaining nuts, and the heat shielding set aside in steps 6 and 8 of the removal process. Reinstall the heat shielding and all six of the rubber hanger mounts, and secure with the retaining nuts using a 13mm socket and ratchet, and a long extension. (See Fig. J) **Note that the rubber hanger mounts are asymmetrical and must be installed as shown.** (See Fig. K) Torque all retaining nuts to factory specs.



Fig. H

9. Locate the CORSA right side muffler assembly, a 2.5" clamp, 3 more supplied M8 flange nuts, and three of the hanger mounting bolts set aside in step 8 of the removal process. Properly align the 2.5" clamp on the muffler inlet, and slide it over the end of the X-pipe. (See Fig. L)



Fig. I

10. Connect the three muffler hangers to the rubber hanger mounts, and secure with the retained hanger mounting bolts and the supplied M8 flange nuts. (See Fig. M) Tighten using two 13mm wrenches, and torque to factory specs.



Fig. J

11. Repeat steps 9-10 for the left side muffler assembly.

12. Move the lower mounting studs of the factory compression grommets to the outside of the slots in the factory cross brace, and secure with a 13mm socket and ratchet. (See Fig. N) Torque to factory specs.



Fig. K



Fig. L



Fig. M



Fig. N



Fig. O

Continue to page 6.

14. With the tips held in the desired location, start at the front of the vehicle and tighten the nuts on the clamps. (See Fig. P & Q) Position and depth adjustment can be made at both the X-pipe inlet, and the muffler inlets. Torque nuts to factory specs on the sleeve clamps, and to 45 ft-lbs (61 N-m) on the 2.5" clamps.

15. It is **STRONGLY SUGGESTED** that all clamps be checked and re-tightened (if necessary) to the recommended torque after initial road testing of the vehicle, as thermal cycling has occurred on the system. Please wait until system has fully cooled to perform this step.

NOTE: During cold weather start-ups, you may experience an exhaust sound that is deeper and louder in tone than usual. This is temporary and will diminish to normal levels once your engine has reached its normal operating temperature.

NOTE: Immediately following the installation of your exhaust system, you may experience a trace of smoke after initial start-up. DO NOT be alarmed. The smoke is caused by the burning of a small amount of forming oil residue used in the manufacturing process.



Fig. P

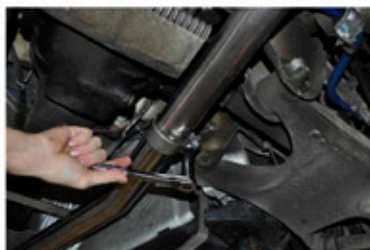


Fig. Q