



IMPORTANT WARRANTY & INSTALLATION
INSTRUCTIONS ATTACHED

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

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

TO ACTIVATE YOUR LIMITED LIFETIME WARRANTY GO TO:
CORSAPERFORMANCE.COM/WARRANTY



**For Full-Color Installation Instructions, Please Visit:
CORSAPERFORMANCE.COM and Search by Part Number**

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 the 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.

Recommended Tools:

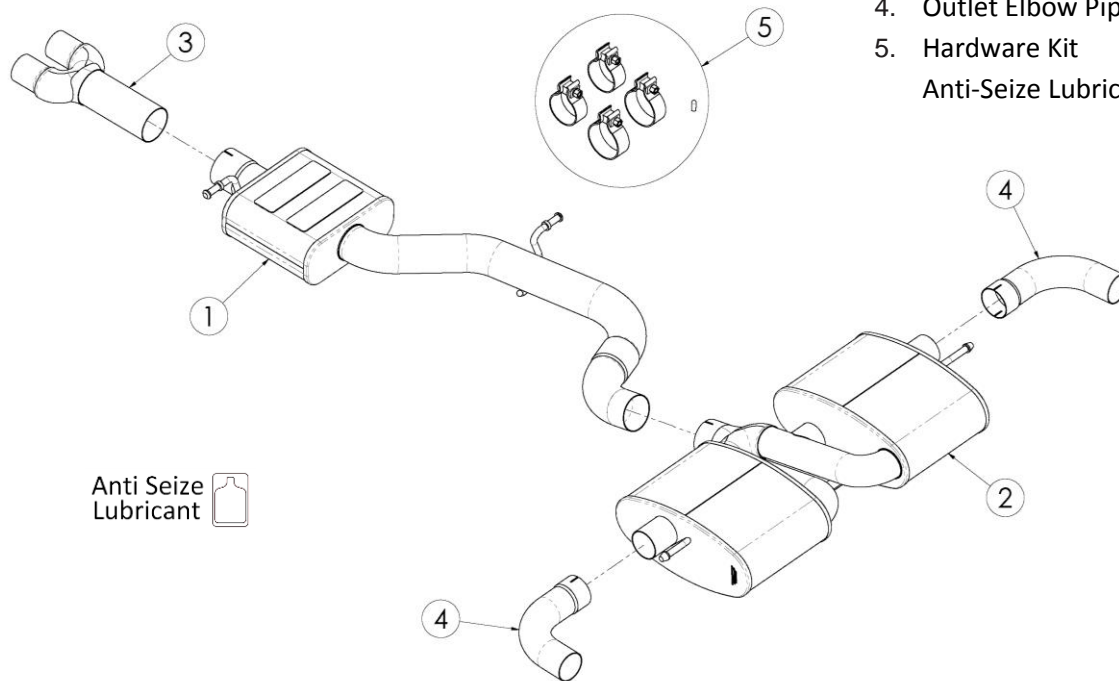
- Safety Glasses
- Soap & water solution
- 13mm socket and ratchet
- Torque wrench
- 15mm socket
- 13mm wrench
- 15mm wrench
- Long Extension
- Grommet pullers

Please confirm that all parts are present according to the bill of materials before beginning the installation.

If something is missing call Tech Support at 1- 800-486-0999

Bill of Materials

1. Tunnel Muffler Assembly
2. Rear Muffler Assembly
3. Cat-Back Adapter Assembly
4. Outlet Elbow Pipe (2)
5. Hardware Kit
Anti-Seize Lubricant Packet



Factory Exhaust System Removal:

NOTE: If a factory downpipe is on the vehicle, follow step 1, then skip to step 3. If an aftermarket 3" downpipe is on the vehicle, skip to step 2.

1. Using a 13mm wrench, loosen both nuts on each of the factory cat-back to downpipe sleeve clamps. **(See Fig. A)**
2. Unbolt and remove the clamp(s) securing the downpipe to the stock cat-back, and then continue with the remaining removal steps.
NOTE: Any larger than stock diameter downpipe that necks down to the stock cat-back inlet size, and does not have a removable adapter, will have to be modified (i.e. Trim off the transition section, and then have pipe welded on) to allow it to properly fit up to your CORSA 3" cat-back system. **The CORSA downpipe for the Audi TT-RS has been designed to use either a 3" turbo-back connector pipe or a removable downpipe to stock cat-back adapter, which makes the CORSA cat-back a direct bolt on with no cutting or welding needed.**
3. Using grommet pullers or a similar device, remove the two front hangers from the grommets on each side of the factory tunnel muffler. **(See Fig. B & C)**
NOTE: The use of a soapy water solution may aid in the removal and later installation of the hangers in the rubber isolators.
4. Locate the vacuum line attached to the right side outlet of the rear muffler, behind the right side integrated exhaust tip. Detach the line from the muffler. No tools are required. **(See Fig. D)**
5. Unbolt both of the rear muffler hanger mounts near each of the integrated exhaust tips using a 13mm socket, ratchet, and a long extension. **(See Fig. E & F)** and then carefully slide the factory cat-back section down and then away from the sleeve clamp location to free it from the vehicle.
6. With the cat-back section on the ground, remove the rubber isolators on the muffler hanger mounts, which were unbolted in step 5, from the rear muffler hangers using a grommet puller or a similar device. **(See Fig. G)** Set aside both of the rear muffler hanger mounts and the retaining bolts to be reused during the cat-back installation. This completes the removal process.

REMOVAL PICTURES ON NEXT PAGE 

Factory Exhaust Removal Pictures



Fig. A



Fig. B



Fig. C



Fig. D



Fig. E



Fig. F

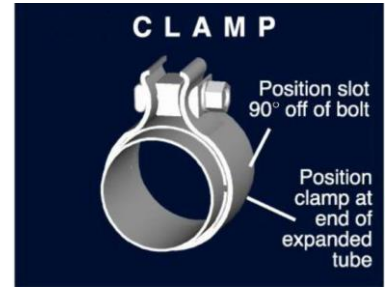


Fig. G

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 your hands, as lubricant will tarnish stainless steel. 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 to your vehicle.

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



1. Remove all exhaust system components from the shipping carton, including the two 3" clamps, the two 2.5" clamps, the vacuum cap, and the 3" cat-back adapter, which allows this system to be connected to the factory downpipe (If necessary).
2. Support the downpipe using an adjustable support stand (or equivalent), so that its outlet is in the approximate stock location.

NOTE: If connecting to the factory downpipe, follow step 3, and then skip to step 5. If connecting to an aftermarket 3" downpipe, skip to step 4.

3. Locate the CORSA 3" cat-back adapter. Reuse the factory cat-back to downpipe sleeve clamps to connect the double 2.35 inch diameter end of the cat-back adapter to the factory downpipe (**See Fig. B**), and tighten the clamp nuts with a 13mm socket and ratchet. Torque the clamp nuts to factory specifications.
4. If any non-CORSA aftermarket downpipe is installed, refer to the note after this step. If the CORSA downpipe kit for the Audi TT-RS was previously installed, locate the CORSA turbo-back connector pipe that was included in the downpipe kit. The previously used CORSA downpipe to stock cat-back adapter should now be removed and replaced by the CORSA turbo-back connector pipe. Reuse the 3" clamp that was on the downpipe to stock cat-back adapter; properly align the clamp on the connector pipe inlet, and slide it over the end of the CORSA lower downpipe assembly. Snugly tighten the 3" clamp to retain the connector pipe. (**See Fig. C**)

NOTE: Your CORSA cat-back will mount directly to any downpipe that ends with a 3" diameter pipe section. However, additional fabrication may be necessary to adjust the length, size, or outlet position of any non-CORSA downpipe in order to properly mount to this CORSA cat-back system. **The CORSA downpipe for the Audi TT-RS will bolt to this cat-back system with no cutting or welding needed.**

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5. Locate the CORSA tunnel muffler assembly, and a 3" clamp. Properly align the clamp on the tunnel muffler inlet, and slide it over the end of either the 3" cat-back adapter used in step 3 **(See Fig. D)**, or the 3" turbo-back connector pipe used in step 4. **(See Fig. E)** Insert the two front muffler hangers into the corresponding rubber grommets. **(See Fig. F & G)** A soapy water solution will aid in the installation process of the hangers. Snugly tighten the 3" clamp to retain the tunnel muffler section. **(See Fig. H)** Verify that the front to back positioning of the tunnel muffler is correct; the hangers should be swung noticeably forward in the corresponding mounting grommets on the vehicle.
6. Locate the CORSA rear muffler assembly, the rear muffler hanger mount retaining bolts set aside in step 6 of the removal process, and the last 3" clamp. The unbolted hanger assemblies from the removal process should now be installed onto both of the corresponding hangers on the CORSA rear muffler assembly. Once again, a soapy water solution will aid in this installation process. Make sure the hanger mounts are oriented as shown. **(See Fig. I & J)**
7. Align the clamp on the rear muffler inlet as shown, and slide it over the end of the tunnel muffler assembly. **(See Fig. K)** Align both of the factory hanger mounts with the corresponding chassis mounting holes, and secure with the bolts retained from the removal process using a 13mm socket and ratchet. **(See Fig. L & M)** Torque to 18 ft-lbs (24 N-m). Verify that the front to back positioning of the rear muffler is correct; the hangers should be swung noticeably forward in the mounting grommets on the vehicle.
8. Rotate the clamp on the rear muffler inlet until there is approximately a finger width gap between the end of the clamp bolt and the chassis. **(See Fig. N)** Using a 15mm wrench, snugly tighten the 3" clamp to retain the rear muffler section. **(See Fig. O)**
9. Locate one of the CORSA outlet elbow pipes, and a 2.5" clamp. Properly align the 2.5" clamp on the elbow pipe inlet, and slide the pipe onto the left side outlet of the rear muffler assembly. **(See Fig. P)** Adjust the amount of overlap at the clamp joint, and the position and rotation of the elbow pipe, until the elbow pipe outlet is centered in the factory integrated exhaust tip. Snugly tighten the 2.5" clamp to retain the elbow pipe. **(See Fig. Q)**
10. Locate the remaining CORSA outlet elbow pipe, and the last 2.5" clamp. Repeat step 9 for the right side outlet elbow pipe.
11. Install the supplied vacuum cap onto the end of the vacuum line that was disconnected in step 4 of the removal process. Position the vacuum line in the chassis to where it is not contacting the exhaust system.

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12. Visually inspect the exhaust system position, pipe alignment, clamp orientation, and exhaust system clearances. Make any necessary adjustments at the four clamp joints.
13. When the exhaust system is in the desired location, tighten the nuts on the clamps. Torque the nuts to 45 ft-lbs (61 N-m). After all clamps have been tightened, remove the adjustable support stand from the downpipe.
14. It is **STRONGLY SUGGESTED** that all clamps be checked and re-tightened (if necessary) to the recommend torque after initial road testing of the vehicle, as thermal cycling has occurred on the system. Please wait until the 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.

INSTALLATION PICTURES ON NEXT PAGE 

CORSA Exhaust Installation Pictures



Fig. B



Fig. C



Fig. D



Fig. E



Fig. F



Fig. G

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CORSA Exhaust Installation Pictures:



Fig. H



Fig. I



Fig. J



Fig. K

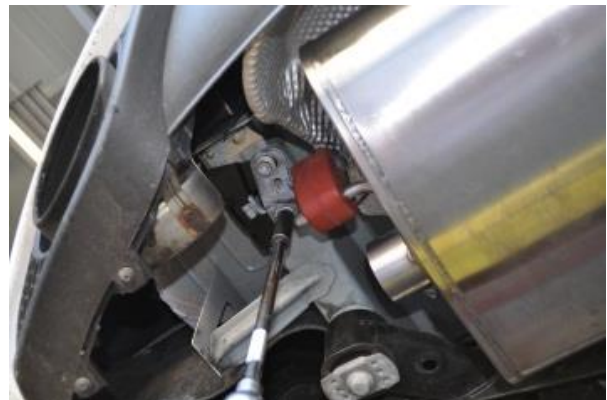


Fig. L



Fig. M

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CORSA Exhaust Installation Pictures:



Fig. N



Fig. O



Fig. P



Fig. Q