



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](http://CORSAPERFORMANCE.COM/WARRANTY)**



**For Full-Color Installation Instructions, Please Visit:  
[CORSAPERFORMANCE.COM](http://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 the time to read and understand installation instructions.

CORSA<sup>®</sup> Performance 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<sup>®</sup> Performance exhaust system installation.

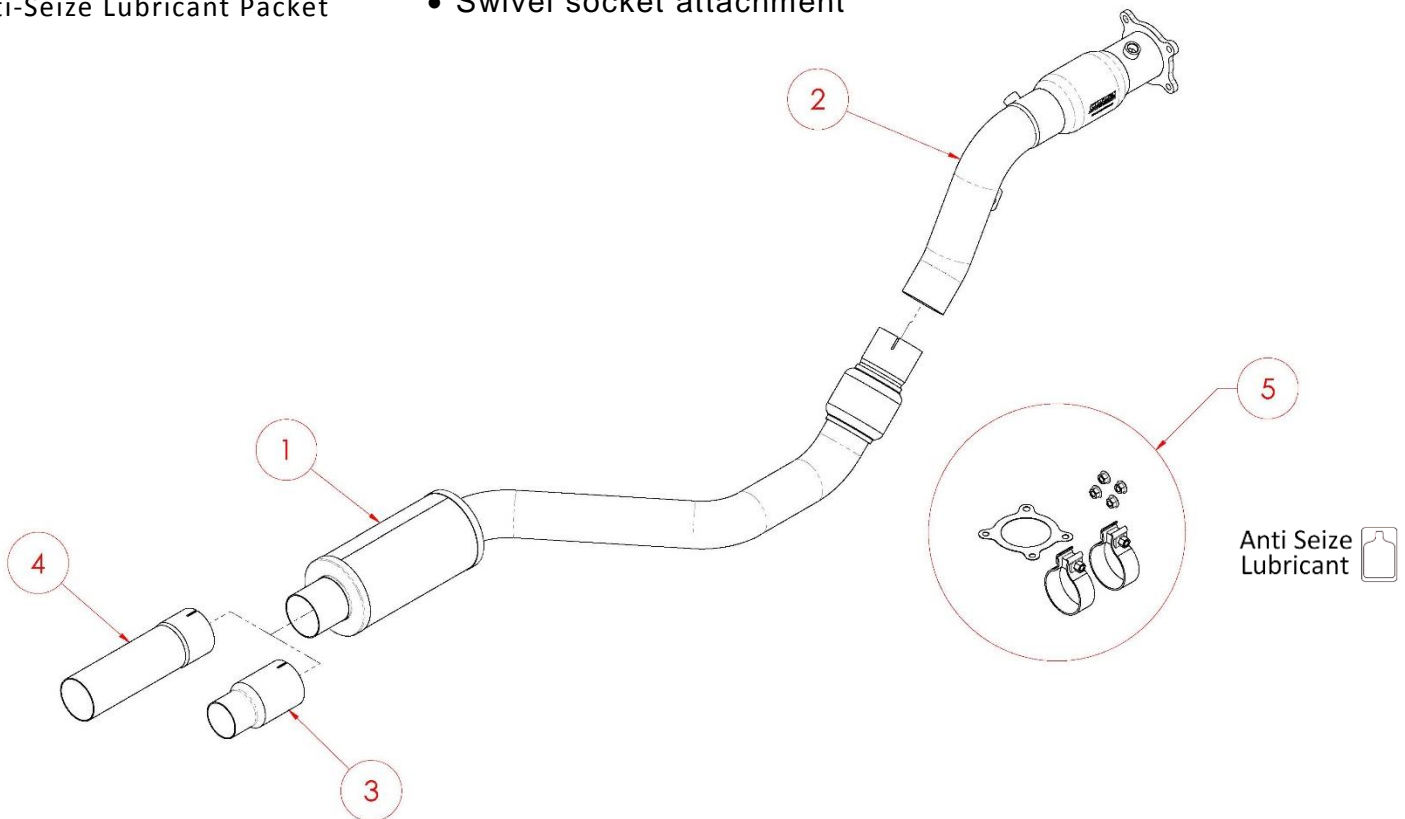
## Bill of Materials:

### Tools:

- 1 Lower Downpipe Assembly
- 2 Upper Downpipe Assembly
- 3 3" Downpipe Adapter
- 4 Turbo-Back Connector Pipe
- 5 Hardware Kit
- \* Anti-Seize Lubricant Packet

## Recommended

- Safety Glasses
- 12mm socket and ratchet
- 13mm socket
- 15mm socket
- 16mm socket
- Penetrating (PB Blaster or equiv.) Spray
- 12mm wrench
- Swivel socket attachment
- 12 point 12mm bit
- Grommet pullers
- Soap & water solution
- Torque wrench
- 22mm Oxygen Sensor Socket
- 22mm Oxygen Sensor Wrench
- Long Extension



## Removal of Stock System:

### Cat-Back Section:

1. Unbolt and remove the factory tunnel brace using a 16mm socket and ratchet. **(See Fig. A)** Set aside these parts to be reused during the installation process.

**NOTE:** If a factory cat-back system is on the vehicle, follow steps 2-5, and then skip to the downpipe removal section. If an aftermarket 3" cat-back is on the vehicle, skip to step 6.

2. Using a 13mm socket and ratchet, loosen both nuts on the factory cat-back to downpipe sleeve clamp. **(See Fig. B)**
3. Using grommet pullers or a similar device, remove the two front hangers from the grommets near the inlet of the factory tunnel muffler. **(See Fig. C & D)**

**NOTE:** The use of a soapy water solution may aid in the removal and later installation of the hangers in the rubber isolators.

4. Slide the clamp off of the cat-back section, and allow the front side of the cat-back to hang down, making sure it clears the downpipe.
5. Remove the factory cat-back to downpipe sleeve clamp from the downpipe, and set it to the side. This clamp will be reused to connect the 3" CORSA downpipe adapter to the factory cat-back system.
6. Unbolt and remove the clamp(s) securing the system to the stock downpipe, and then follow steps 3 & 4 above to let it hang down out of the way of the downpipe.

**NOTE:** Any 3" cat-back system that necks down to the stock downpipe size, and does not have a removable adapter, will have to be modified (i.e. Trim off the smaller section, and then have a 3" expanded section welded on) to allow it to properly fit up to your CORSA 3" downpipe. **The CORSA cat-back systems for the Audi B8 A4 have been designed with a removable cat-back to stock downpipe adapter, which makes the CORSA downpipe a direct bolt on with no cutting or welding needed.**

### Downpipe Section:

1. Using a 12mm socket and ratchet, remove the two lower nuts at the upper to lower downpipe flange connection. **(See Fig. E)**
2. Using a 12mm wrench, remove the last remaining nut on the top side of the upper to lower downpipe flange connection **(See Fig. F)**, and then carefully slide the lower downpipe section down and away from the flange location to free it from the vehicle.
3. Open the hood, and disconnect the negative terminal from the battery.

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4. Remove the engine shroud from the engine by pulling upwards to free it from the four retaining studs. **(See Fig. G)**
5. Using a 22mm oxygen sensor socket, ratchet, and a long extension, remove the first downpipe oxygen sensor, located just upstream of the factory catalyst, from the factory downpipe. **(See Fig. H)**

**WARNING:** Be careful to not contaminate the sensor end of the oxygen sensors with dirt, grease, etc as it may prevent them from functioning properly.

6. Using a 22mm oxygen sensor wrench, remove the second downpipe oxygen sensor, located near the firewall, from the factory downpipe. **(See Fig. I)** Tuck both oxygen sensors away someplace secure and clear of the factory upper downpipe section for the remainder of the removal process.
7. Spray the downpipe flange mounting nuts with PB Blaster or an equivalent rust penetrating spray. Allow the product to soak in per the product recommendations. Then remove the three upper downpipe flange nuts that are accessible from the top using a 15mm socket, ratchet, and extension. **(See Fig. J & K)**
8. From underneath the vehicle, remove the last upper downpipe flange nut using a 15mm socket, ratchet, a long extension, and a swivel socket attachment. **(See Fig. L)** This nut is located just above and to the outside of the transmission housing, and is also below and to the engine side of the upper downpipe section.
9. Unbolt the bottom of the factory "dog bone" shaped downpipe mount from the side of the transmission using a 13mm wrench. **(See Fig. M)** Set this bolt aside to be reused during the installation process. Loosen the nut and bolt that mounts the other end of the downpipe mount to the factory upper downpipe section using both a 13mm wrench and a 13mm socket and ratchet. Rotate the downpipe mount upwards against the downpipe to get it out of the way during the downpipe removal process.

**NOTE:** If you have a manual transmission equipped vehicle, continue on with the following steps. If you have an automatic transmission equipped vehicle, skip to step 13.

**Manual transmission equipped vehicles have less clearance between the chassis and the upper right side portion of the transmission housing. The large size of both the factory catalyst element and the transmission housing creates the need for the following additional process, which lowers the transmission under cradle sufficiently to remove the factory upper downpipe section from the vehicle.**

10. Support the underside of the factory transmission under cradle using an adjustable support stand or equivalent. **(See Fig. N)**
11. Remove the two right side bolts holding the transmission under cradle to the chassis using a 12mm 12 point bit and a ratchet. The two left side bolts should only be loosened, and NOT fully removed. **(See Fig. O)** Leaving these two bolts with at least 2-3 threads engaged makes realigning the right side under cradle holes to the chassis MUCH easier.

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12. Lower the transmission under cradle until there is approximately a three to four inch gap between it and the chassis on the right side. **(See Fig. P)** Adjust this gap as needed to accomplish the following downpipe removal step. It will be very snug to remove the upper downpipe section on manual transmission vehicles, to where it may have to be wiggled side to side while it is being removed.
  13. Remove the upper downpipe section from the vehicle by sliding the mounting flange off of the studs coming from the turbo, and then carefully moving it down through the gap between the transmission housing and the chassis. **(See Fig. Q)**
- NOTE:** If you have a manual transmission equipped vehicle, continue on with the following step. If you have an automatic transmission equipped vehicle, skip to step 15.
14. Raise the transmission cradle back up against the chassis, and replace the two bolts removed in step 11 using a 12mm 12 point bit and ratchet. **(See Fig. R)** Tighten the two remaining bolts that were also loosened in step 11, and torque all four bolts to factory specifications.
  15. With the upper downpipe section on the ground, remove the “dog bone” shaped downpipe mount using both a 13mm wrench and a 13mm socket and ratchet. **(See Fig. S)** Note the position and orientation of the downpipe mount and related hardware, and set them aside to be reused during the installation process. This completes the removal of the downpipe section.

REMOVAL PHOTOS ON NEXT PAGE





### Removal Pictures

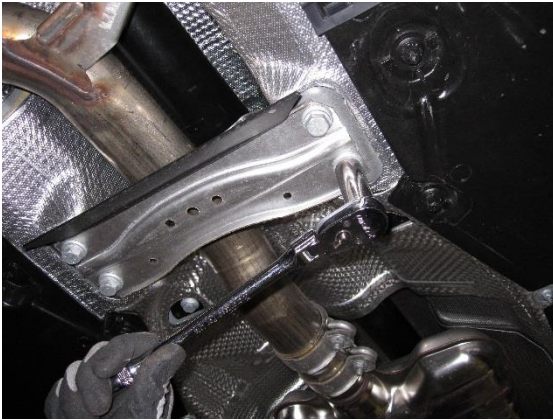


Fig. A

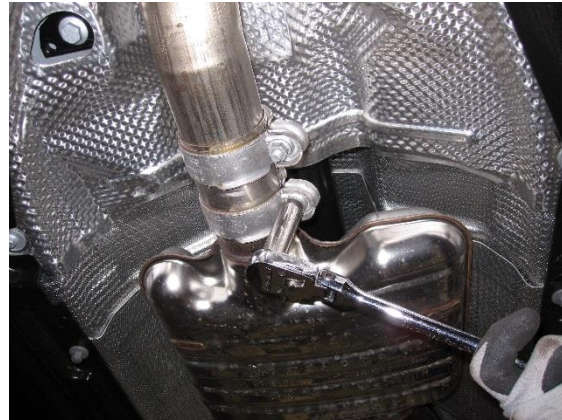


Fig. B



Fig. C



Fig. D



Fig. E



Fig. F

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### Removal Pictures



Fig. G

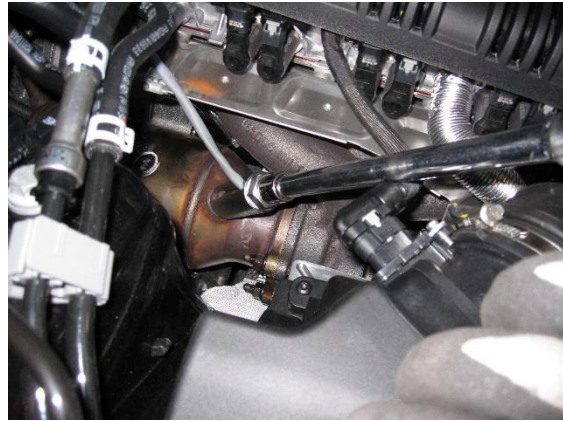


Fig. H



Fig. I



Fig. J



Fig. K

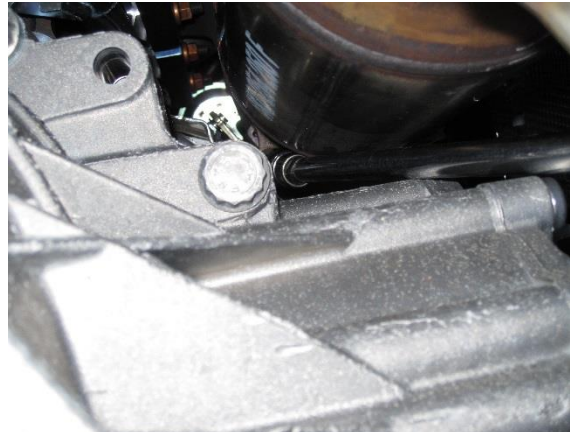


Fig. L

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### Removal Pictures

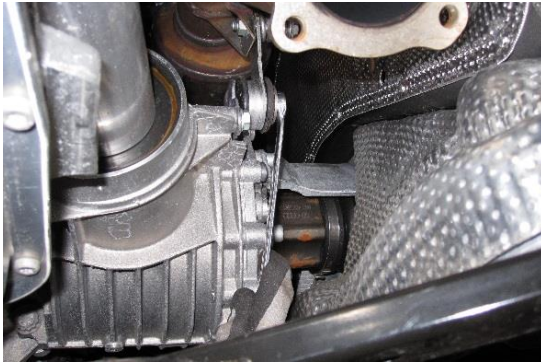


Fig. M



Fig. N

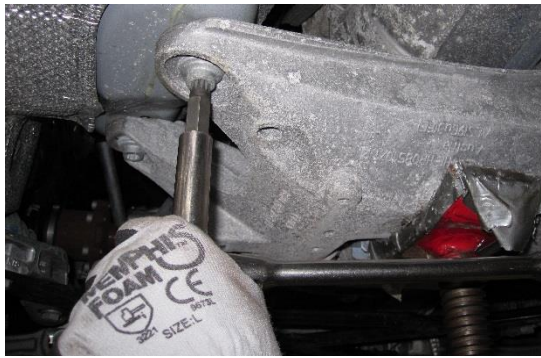


Fig. O



Fig. P

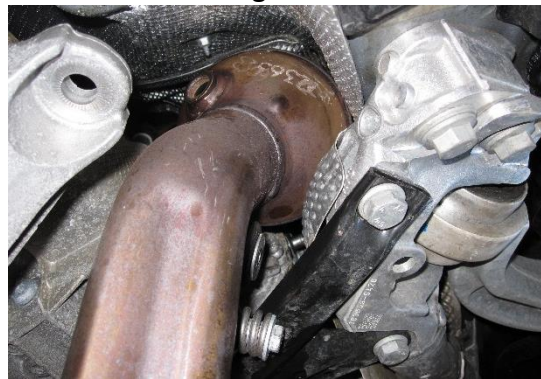


Fig. Q



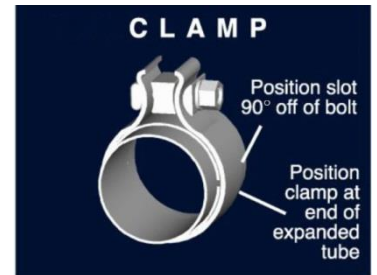
Fig. R



Fig. S



## Installation of CORSA<sup>®</sup> Performance 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 on the pipe (See Fig. CLAMP)

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 3.0" clamps, the four M10 flange nuts, and the OEM downpipe flange gasket.
2. Locate the CORSA upper downpipe assembly, and the factory "dog bone" shaped downpipe mount with its retaining hardware set aside in step 15 of the downpipe removal process. Bolt the "dog bone" shaped downpipe mount to the mounting tab on the upper downpipe assembly as shown with the factory hardware. Loosely tighten the nut and bolt using both a 13mm wrench and a 13mm socket and ratchet, so that the downpipe mount can still rotate about the mounting tab. **(See Fig. B)** Rotate the downpipe mount against the downpipe to get it out of the way during the downpipe install process.
3. Locate the four M10 flange nuts, and the new OEM downpipe flange gasket. Discard the old downpipe flange gasket, and place the new OEM downpipe flange gasket over the studs coming out of the turbo. **(See Fig. C)** Move the upper downpipe assembly up through the gap between the transmission housing and the chassis **(See Fig. D)**, and then slide the mounting flange of the Upper downpipe assembly over the turbo mounting studs. Hand thread on the four M10 nuts. **(See Fig. E)**
4. From the top side of the engine bay, tighten the four upper downpipe flange mounting nuts using a 15mm socket and ratchet. **(See Fig. F)** Torque all mounting nuts to 22 ft-lbs (30 N-m).
5. Install the rearmost downpipe oxygen sensor and tighten with the 22mm oxygen sensor wrench. **(See Fig. G)** Next, install the remaining front downpipe oxygen sensor and tighten with the 22mm oxygen sensor socket, ratchet, and a long extension. **(See Fig. H)**
6. Install the engine shroud by aligning it with the mounting studs and pushing it firmly onto the engine. **(See Fig. I)**

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7. Locate the other downpipe mount bolt that was set aside in step 9 of the downpipe removal process. Rotate the "dog bone" shaped downpipe mount until it aligns with the mounting hole in the side of the transmission housing, secure with the bolt, and then tighten using a 13mm socket and ratchet. **(See Fig. J)** Next, fully tighten the hardware that mounts the other end of the downpipe mount to the CORSA upper downpipe section using both a 13mm wrench and a 13mm socket and ratchet. **(See Fig. K)** Torque all of these fasteners to factory specifications.

8. Locate the CORSA lower downpipe assembly, and one of the 3" clamps. Properly align the clamp (see clamping note in Bold before step 1) on the flex coupler side of the lower downpipe.

**NOTE: The orientation of the clamp and the position of its mounting bolt are critical to maintain proper clearance. The clamp bolt should be positioned toward the outside of the vehicle on manual transmission equipped vehicles, and towards the inside (as shown in Fig. L on next page.) on automatic transmission equipped vehicles.**

9. Slide the lower downpipe inlet over the end of the upper downpipe assembly. Support the downpipe muffler using an adjustable support stand (or equivalent), so that its outlet is in the approximate stock location, and then snugly tighten the 3" clamp to retain the lower downpipe section. **(See Fig. L)** The lower downpipe should have at least a finger-width clearance all around, to both the transmission housing and the chassis, in the section between the clamping location and the downpipe muffler.

**NOTE: If connecting to the factory cat-back system, follow steps 10-11, and then skip to step 14. If connecting to an aftermarket 3" cat-back system, skip to step 12.**

10. Locate the CORSA 3" downpipe adapter, and the last 3" clamp. Properly align the clamp on the adapter inlet, and slide it over the end of the lower downpipe assembly. **(See Fig. M)** Snugly tighten the 3" clamp to retain the downpipe adapter.

11. Reuse the factory cat-back to downpipe sleeve clamp to connect the small end of the downpipe adapter to the factory cat-back system, and tighten the clamp nuts with a 13mm socket and ratchet. **(See Fig. N)** Torque the clamp nuts to factory specifications.

12. Locate the CORSA turbo-back connector pipe, and the last 3" clamp. Properly align the clamp on the connector pipe inlet, and slide it over the end of the lower downpipe assembly. Snugly tighten the 3" clamp to retain the connector pipe. **(See Fig. O)**

13. Attach the inlet of the aftermarket cat-back system to the end of the turbo-back connector pipe, and then snugly tighten the 3" clamp to retain the cat-back section. **(See Fig. P)**

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**NOTE:** Your CORSA downpipe will mount directly to any cat-back that has a 3" expanded inlet section. This expansion allows the connecting pipe to fit over the outlet of the 3" diameter CORSA turbo-back connector pipe. However, additional fabrication may be necessary to adjust the length, size, or inlet position of any non-CORSA cat-back system in order to properly mount to this CORSA downpipe. **The CORSA cat-back systems for the Audi B8 A4 will bolt on with no cutting or welding needed.**

14. Insert the two front hangers into the corresponding rubber grommets. (See Fig. Q & R) A soapy water solution will aid in the installation process of the hangers.
15. Locate the factory tunnel brace, with its retaining hardware, set aside in step 1 of the cat-back removal process. Secure the brace using the four retaining bolts, and tighten using a 16mm socket and ratchet. (See Fig. S) Torque the bolts to factory specifications.
16. Visually inspect the exhaust system position, tip alignment, clamp orientation, and exhaust pipe clearance. Make any necessary adjustments at the two slip joints.
17. When the exhaust system is in the desired location, tighten the nuts on the clamps. Torque nuts to 45 ft-lbs (61 N-m). After all clamps have been tightened, remove the adjustable support stand from the downpipe.
18. Reconnect the negative battery terminal. Let the car sit for at least three minutes with the ignition key on and the engine off. Close the hood. Installation complete.
19. 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 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 PHOTOS ON NEXT PAGE 



### Installation Pictures

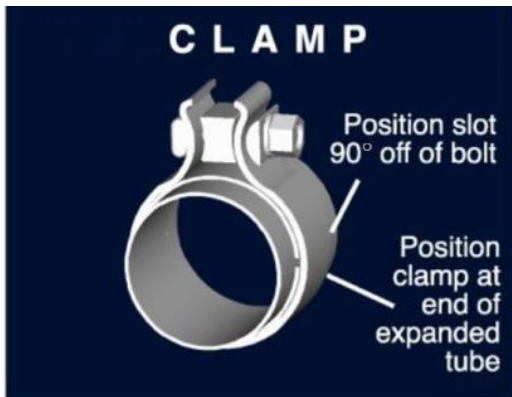


Fig. CLAMP



Fig. B



Fig. C

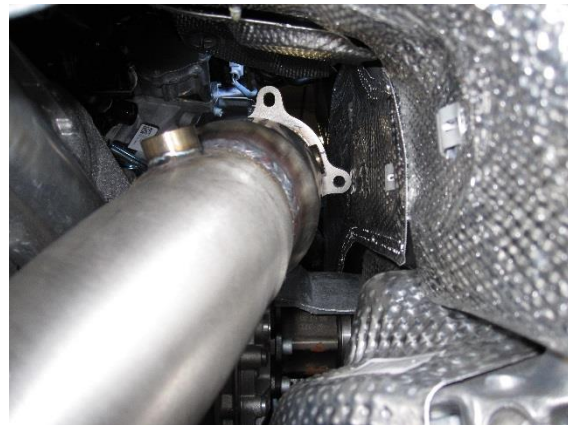


Fig. D

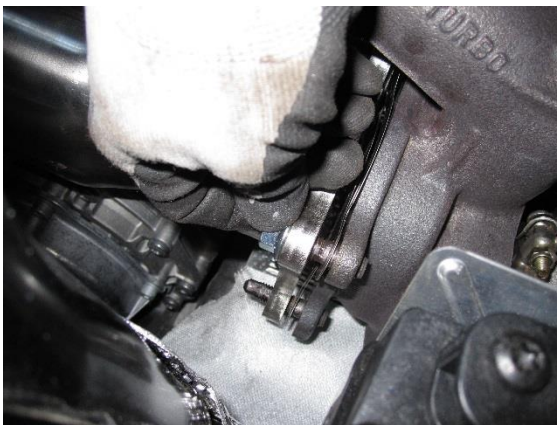


Fig. E



Fig. F

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### Removal Pictures



Fig. G



Fig. H



Fig. I



Fig. J

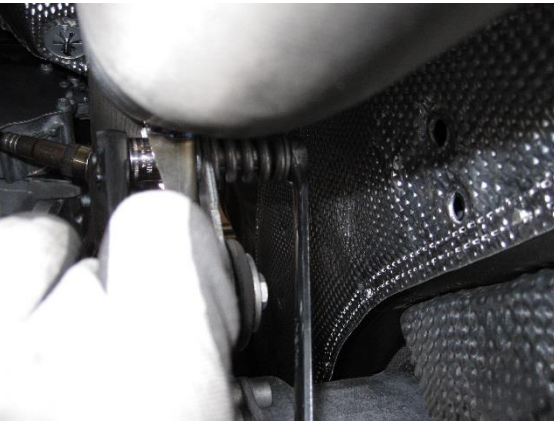


Fig. K

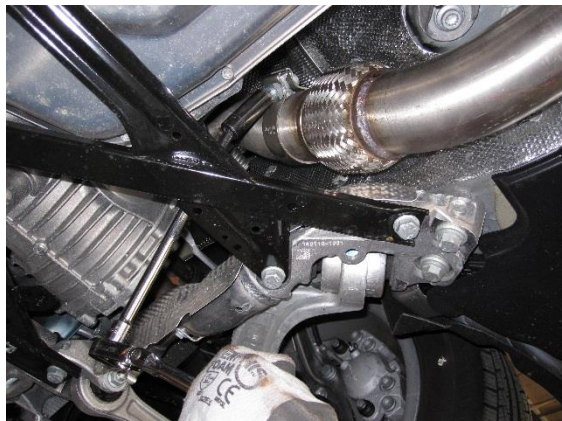


Fig. L

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### Removal Pictures

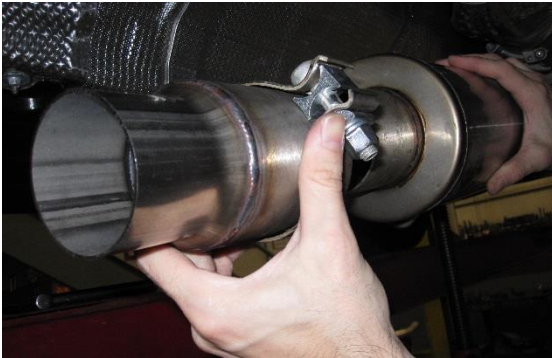


Fig. M



Fig. N



Fig. O



Fig. P

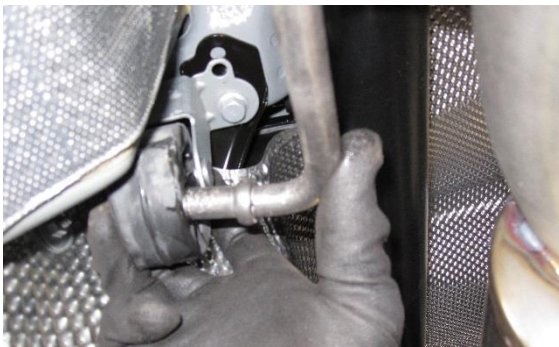


Fig. Q

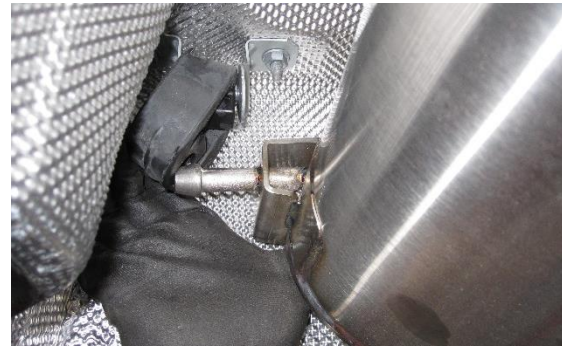


Fig. R



Fig. S