



IMPORTANT WARRANTY & INSTALLATION INSTRUCTIONS ATTACHED

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



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.

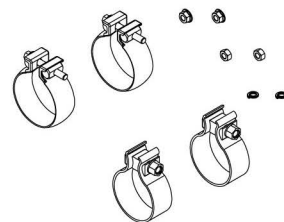
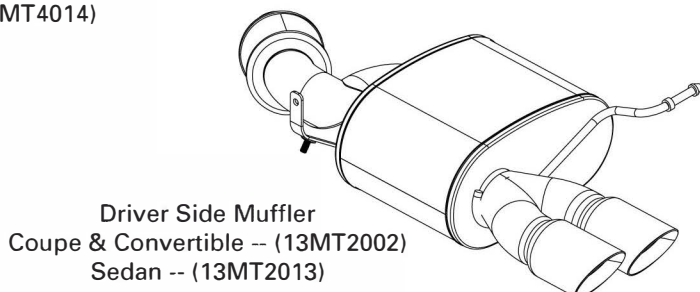
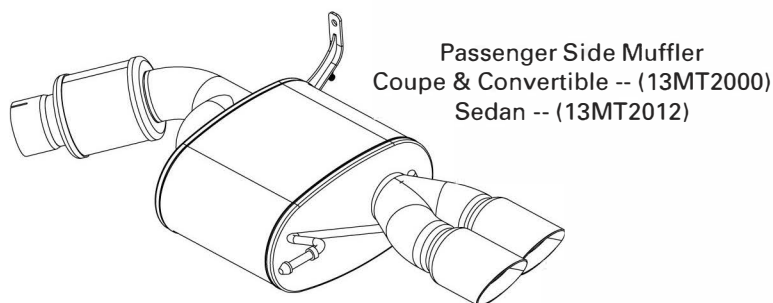
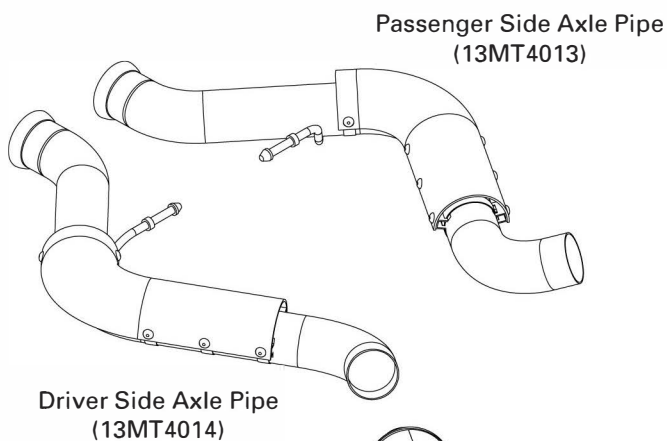
Please confirm that all parts are present before beginning the factory exhaust system removal and CORSA exhaust system installation.

Recommended Tools:

- Safety Glasses
- 13mm, 15mm, 18mm, 1/2" socket & ratchet
- 13mm open end wrench
- Torque wrench
- Soap & water solution
- Grommet pullers
- Long extension (12") for 13mm socket

Bill of Materials:

- Driver Side Muffler
Coupe & Convertible (13MT2002)
Sedan (13MT2013)
- Passenger Side Muffler
Coupe & Convertible (13MT2000)
Sedan (13MT2012)
- Driver Side Axle Pipe (13MT4014)
- Passenger Side Axle Pipe (13MT4013)
- Hardware Kit (13MT7010)
- Packet of Anti-Seize Lubricant



Hardware Kit
(13MT7010)



Anti-Seize
Lubricant

Removal of Stock System:

NOTE: If this exhaust system is being installed on the E93 Convertible version of the 2008+ BMW M3, begin with step 1. Otherwise, skip ahead to step 2 (for the E92 Coupe and the E90 Sedan versions).

1. Drop the factory underbody brace (**See Fig. A**) to create clearance to remove the factory exhaust system. Remove the center bolt with an 18mm socket and ratchet (**See Fig. B**) and the two bolts along each side of the underbody brace (**See Fig. C**) using a 13mm socket and ratchet. Let this brace hang down and out of the way for the remainder of the removal and install process.

2. Fully loosen the two spherical exhaust clamps where the axle pipes mount to the factory x-pipe section using a 13mm socket and ratchet. (**See Fig. D**)

NOTE: Leave the two spherical clamps in place at this joint to keep the factory rear exhaust from drooping down. At this point, place supports under the rear muffler section. It is heavy, and the next few steps will release it from the vehicle.

3. Using grommet pullers or a similar device, remove the rubber isolators from both the driver and passenger side axle pipe hangers near the rear differential. (**See Fig. E**)

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

4. Remove both of the ground strap mounting bolts using a 13mm socket and a long extension. Note that these bolts will not be reused. (**See Fig. F**)
5. Unbolt both of the side exhaust hanger mounts using a 13mm socket and a long extension. (**See Fig. G**) There are two nuts per side retaining both of the hanger mounts. Set aside the nuts and the ground straps to be reused during the installation process.
6. Remove the two rear hangers from the rubber isolators to free the stock rear exhaust section. (**See Fig. H**) Pull the rear exhaust section down and back to separate it from the x-pipe joint and remove it from the vehicle.

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

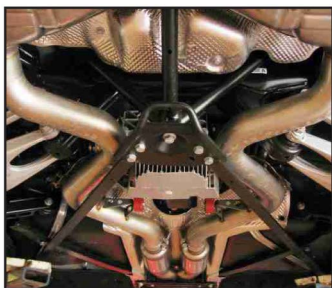


FIG. A

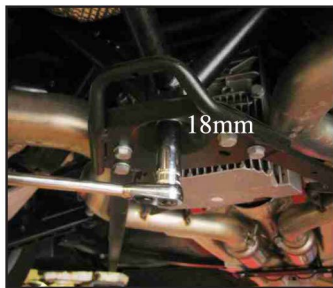


FIG. B

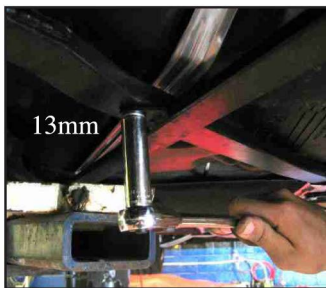


FIG. C

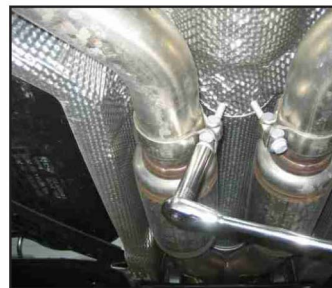


FIG. D



FIG. E



FIG. F



FIG. G



FIG. H

7. Remove the two spherical exhaust clamps from the factory x-pipe and discard them. Two OEM replacement clamps are provided with this exhaust system to ensure a proper seal at this joint.
8. With the rear exhaust section now on the ground, unbolt both driver and passenger side hanger mounts using a 13mm socket and ratchet. Note the orientation of both the left and right side hanger mounts as they are installed before removing them from the rear exhaust section. Set aside both of the side hanger mounts and the two hanger mounting bolts to be reused during the installation process.
9. Removal is complete. Installation of your CORSA Performance exhaust system can now begin.

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. 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.

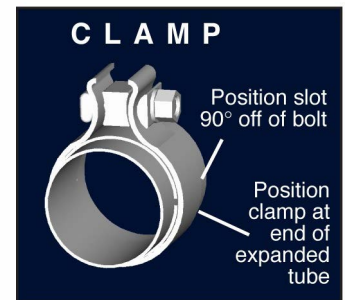


FIG. I

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

1. Remove all exhaust system components from the shipping carton, including the two spherical clamps, the two regular clamps, the two sets of M8 nuts and lock washers, and the two 5/16-18 Flange nuts.
2. Locate both of the axle pipes, and the two spherical clamps. The heat shields on the axle pipes will be facing upwards when the pipes are properly positioned. (See Fig. J) Use this method to determine which pipe is for the driver and passenger side of the vehicle
3. Slide the spherical clamp onto the passenger side axle pipe. Insert the passenger side axle pipe hanger into the rubber isolator. (See Fig. K) A soapy water solution will aid in the installation process of the hanger. Next, position the spherical clamp at the x-pipe joint and loosely snug using a 13mm socket and ratchet. (See Fig. L)
4. Repeat step 3 for the driver side. Rotate the axle pipes at the spherical joints until the axle pipe hangers are horizontal as they pass through the rubber isolators. Position the axle pipes so that the last bend splits the difference between the suspension mounts and the rear differential. (See Fig. M)



FIG. J

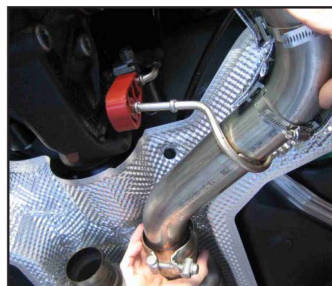


FIG. K



FIG. L

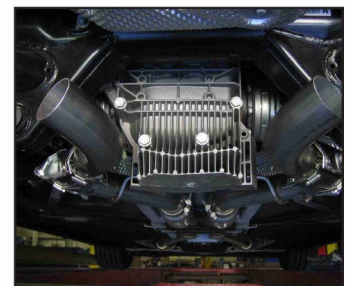


FIG. M

5. Locate the supplied M8 nuts and lock washers, both rear muffler assemblies, and the factory hanger mounts and mounting bolts that were set aside in step 8 of the removal process.
6. Insert the passenger side factory mounting bolt into the hanger mount with the bolt head to the outside of the vehicle. **(See Fig. N)** Hand tighten the factory hanger mount to the outside hanger on the passenger side rear muffler assembly using the M8 nut and lock washer. **(See Fig. O)**
7. Locate one of the two remaining clamps, and slide it onto the expansion at the passenger side rear muffler inlet. Locate the factory hanger mount retaining nuts and ground straps from step 5 of the removal process. Insert the passenger side inner rear hanger into the rubber isolator. **(See Fig. P)** Slide the muffler inlet over the end of the passenger side axle pipe. Next, secure the factory hanger mount and ground strap to the vehicle with the OEM retaining nuts using a 13mm socket and long extension. Torque nuts to 18 ft-lbs (24 N-m). **(See Fig. Q)** Loosely snug, but do not fully tighten the pipe clamp at this point using a 15mm socket and ratchet. **(See Fig. R)**
8. Secure the other end of the ground strap with the supplied 5/16" flange nut to the mounting stud on the passenger outside hanger using a 1/2" socket or wrench. Torque nut to 18 ft-lbs (24 N-m). **(See Fig. S)** Tighten the M8 nut to the hanger mounting bolt using a 13mm socket and a 13mm box-end wrench. Torque nut to 18 ft-lbs (24 N-m). **(See Fig. T)**
9. Repeat steps 6-8 for the driver side.
10. Visually inspect the exhaust system position, tip alignment, clamp orientation, and exhaust pipe and heat shield clearance. Make any necessary adjustments at the slip joints and the spherical joints.
11. With the tips held in the desired location, start at the front of the vehicle and tighten the nuts on the clamps. **(See Fig. U)** Position and depth adjustment can be made at the inlet of the rear mufflers. Torque nuts to 21 ft-lbs (40 N-m) on the spherical clamps, and 45 ft-lbs (61 N-m) on the regular clamps.



FIG. N



FIG. O

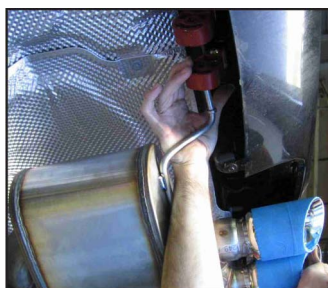


FIG. P

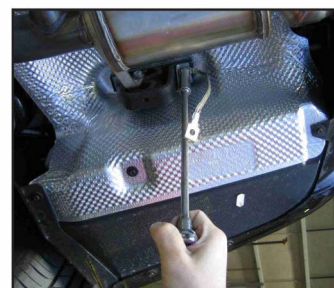


FIG. Q



FIG. R



FIG. S



FIG. T

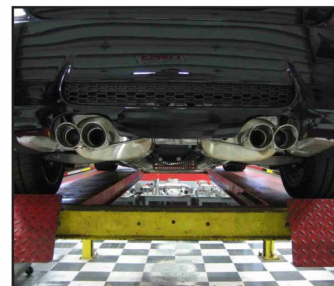


FIG. U



Exhaust System Installation
Cat-Back Exhaust System
2008-09 BMW M3 E90 (Sedan) & E92, E93 (Coupe & Convertible)
Quad 3.0" Pro-Series Tips
PN 14563 (Coupe & Convertible)
PN 14565 (Sedan)

NOTE: Step 12 is only necessary on the E93 Convertible Version of the 2008+ BMW M3. Skip to step 13 for the E92 Coupe and E90 Sedan versions of the BMW M3.

12. Reinstall the factory underbody brace with the three factory retaining bolts removed in step 1 of the removal process, using an 18mm and 13mm socket and ratchet. **(See Fig. A-C)** Torque to factory specs.
13. 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 conduct this process.

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.