

E90/E92 M3 TEST PIPES (Cat Delete Pipes) TEN 90 46 MTP

Parts list for kit:

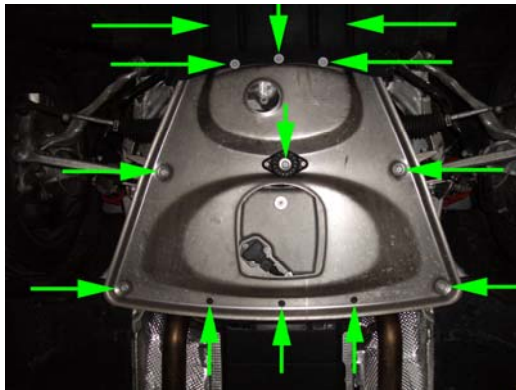
- 1 - Left Pipe
- 1 - Right Pipe
- 2 - Clamps



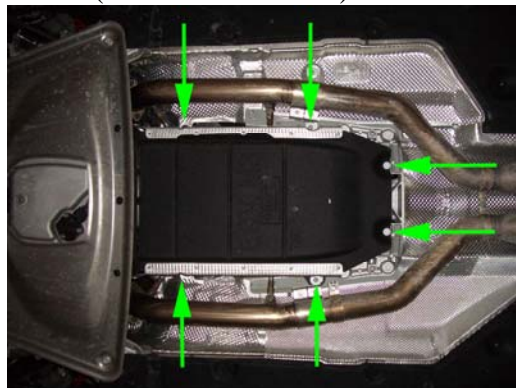
Install time: 2 hours

Directions:

1. Properly lift and support the vehicle in order to access the exhaust system.
2. Remove the front under tray (13 fasteners in total) **Note:** The front two bolts are covered by the front plastic panel. You can access them without removing the front plastic panel, just pull it down by hand then you can slide tools in to remove the front bolts.



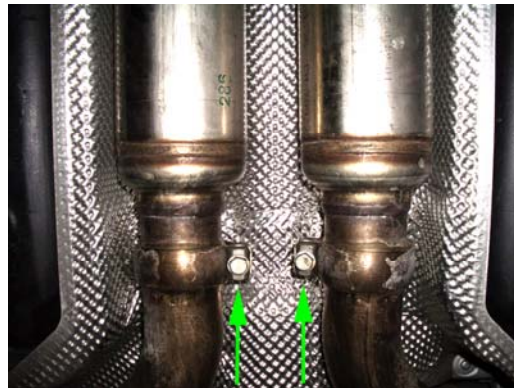
3. Remove the transmission heat shield (6 fasteners in total)



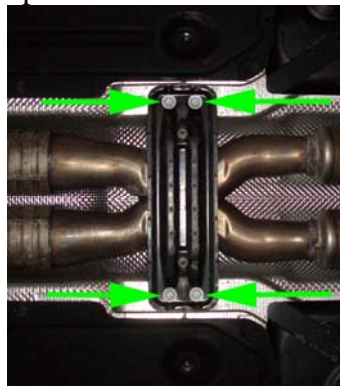
4. Unplug all four of the O2 sensors. Note: the front right side O2 sensor plug is behind a small sheet-metal cover that will need to be removed first.
5. Remove the exhaust mount from the transmission and exhaust. **Note:** This part will not be reused.



6. Loosen the fasteners on the exhaust clamps just in front of the differential. **Note:** You will not need to remove the muffler.



7. Support the midsection of the exhaust system with a Dead Man (jack stand) or equivalent.
8. Remove 4 fasteners on the transmission tunnel cross brace. **Note:** There are 2 fasteners that will hold the brace to the midsection, no need to separate.

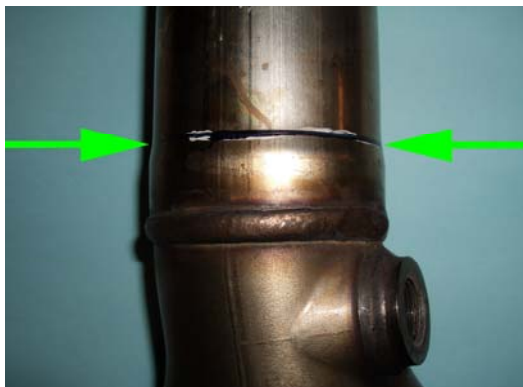


9. Remove the nuts and bolts from the flanges that attach the midsection to the headers and remove the midsection from the vehicle.
10. You will want to place tags on each O2 sensor noting its position. This will help you put them back in the same spot (very important). Remove the 4 O2 sensors from the midsection.

11. Remove the brackets on the left and right catalytic converter. You can slide a screwdriver in between the clamp close to the tubing, and then slide it outward. When about half way out turn screwdriver a bit and the clamp will pop open.



12. This next step is critical you will need to cut the front catalytic converters off the mid-section. Make the cut right at the tubing where it steps down after the weld line. A Chop-Saw works great for this step.

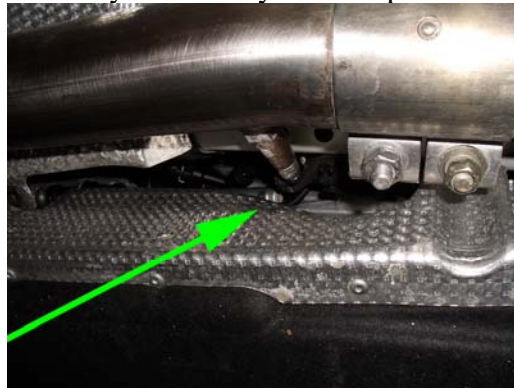


13. Debur tubing on mid-section

14. Line up the new Test Pipes with the appropriate side of the mid-section. Before installing the clamps it helps to mark the pipes as a visual helper to keep the clamps centered when installed. Using a clamp as a template place a line with a magic marker on the pipes so you know the clamp has not moved on the pipes when installed. **Note:** We recommend using an exhaust sealant between the clamp and tubing for a perfectly sealed system but this is not mandatory. We have found Acousti/Seal Exhaust System Sealing Compound works the best and can be purchased from Napa or Turner Motorsport (P/N 35959). Loosely install the clamps and Test Pipes onto the mid section. Roughly line up the Test Pipes as they would be in the vehicle and tighten the clamps up to the point they just grab the pipes and you can still make adjustments when installed on the vehicle.



15. Lift the mid-section with Test Pipes into vehicle. Loosely install hardware for the transmission tunnel cross brace, rear clamps, and front flange bolts and nuts. Check alignment the of the full exhaust system and tighten all hardware including all exhaust clamps at this point. Recheck alignment of full exhaust system.
16. Install all 4 O2 sensors
17. Install transmission heat shield. **Note:** you may need to put a couple small bends in the edge of the heat shield to clearance the O2 sensor and wiring. This can easily be done by hand or pliers.



18. Install front undertray
19. Double check all work and start engine, check for exhaust leaks.
20. Perform road test.

Note: Save all old parts in-case you ever want to return vehicle to stock. The catalytic converter can be easily welded back on mid-section as long as you made a clean cut.