



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 the time to read and understand installation instructions.

CORSA[®] 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.

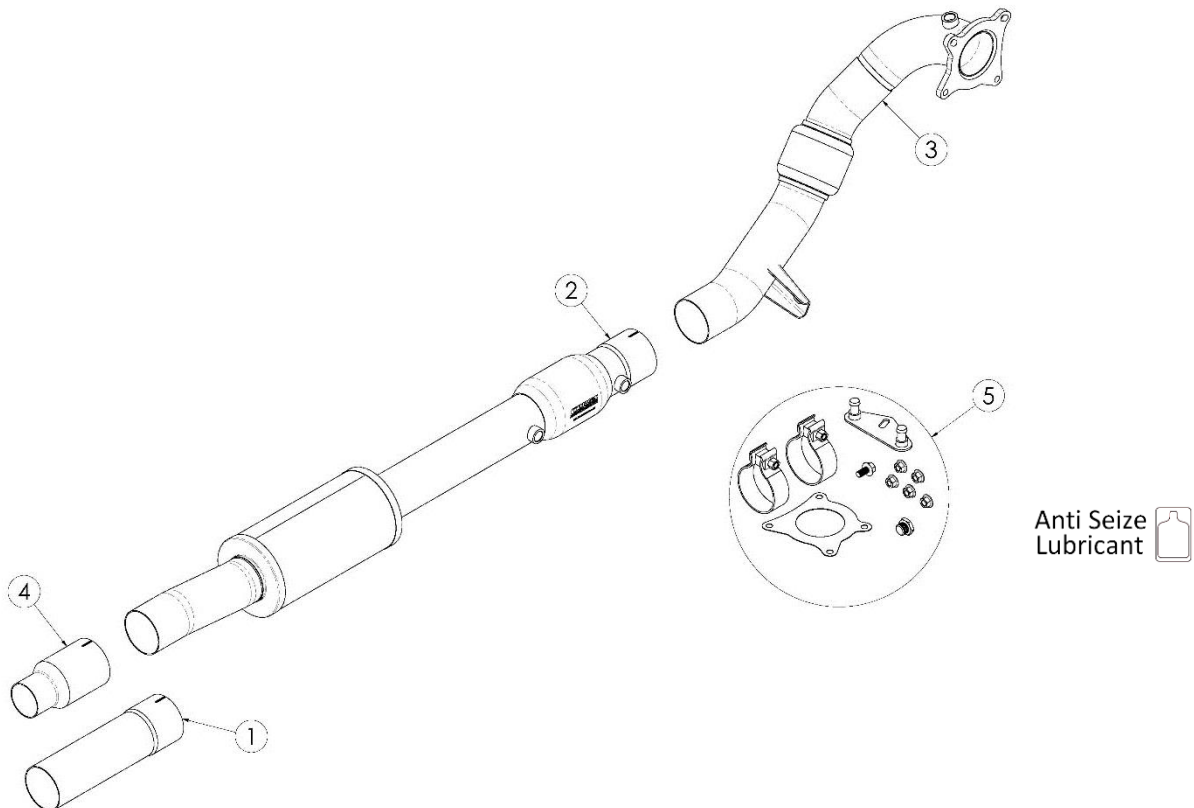
Please confirm that all parts are present before beginning the factory exhaust system removal and CORSA[®] Performance exhaust system installation.

Bill of Materials:

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

Recommended Tools:

- Safety Glasses
- 13mm socket and ratchet
- 15mm socket
- 16mm socket
- 13mm 12 point socket
- Grommet pullers
- Penetrating Spray (PB Blaster or equiv.)
- Soapy water solution
- Torque wrench
- 22mm oxygen sensor wrench
- Locking style pliers
- Long extension



Removal of Stock System:

The factory exhaust will be removed in two sections: the cat-back (rear) section first, followed by the downpipe (front) section.

Cat-Back Section:

NOTE: If a factory cat-back system is on the vehicle, follow steps 1-5, and then skip to downpipe removal section. If an aftermarket 3" cat-back is on the vehicle, skip to step 6.

1. Using a 13mm socket and ratchet, loosen both nuts on the factory cat-back to downpipe clamp. (SEE Fig. A)
2. Using grommet pullers or a similar device, remove the hanger near the front of the cat-back section from the grommet. (SEE Fig. B)
NOTE: The use of a soapy water solution may aid in the removal and later installation of the hangers in the rubber isolators.
3. Remove the hanger near the middle of the factory cat-back section from the rubber isolator. (SEE Fig. C)
4. Locate and remove the vacuum line attached to the factory muffler. (SEE Fig. D)
5. Using a 13mm socket and a long extension, unbolt the left and right side hanger mounts from the vehicle by removing the two retaining bolts. (SEE Fig. E & F) Carefully slide the factory cat-back section back from the factory sleeve clamp and lower from the vehicle. This completes the removal of the cat-back section
6. Unbolt and remove the clamp(s) securing the system to the stock downpipe, and then follow steps 2-5 above to free it from the vehicle.

NOTE: Any larger than stock diameter cat-back system that necks down to the stock downpipe size, and does not have a removable adapter, will likely 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 Performance downpipe. **The CORSA Performance cat-back system for the VW Golf R MK VI has been designed with a removable cat-back to stock downpipe adapter, which makes the CORSA Performance downpipe a direct bolt on with no cutting or welding needed.**

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Downpipe Section:

1. Open the hood and disconnect the negative terminal from the battery.
2. Disconnect the MAF sensor plug near the top left side of the engine shroud, and remove the wire from the clip holding it to the shroud. **(SEE Fig. G)** Unclip the turbo intake pipe from the engine shroud, and separate the two pieces, being careful not to lose the O-ring gasket that is used to seal this connection. **(SEE Fig H & I)**
3. Using a pair of locking pliers (i.e. channel locks) or a similar device, unclip the air snorkel from the engine shroud. **(SEE Fig. J)**
4. Remove the hose on the left side of the engine shroud from the retaining clips that are attached to the engine shroud. **(SEE Fig. K)**
5. Remove the engine shroud by pulling upwards to free it from the four retaining studs. **(SEE Fig. L)**
6. Unplug the upper downpipe oxygen sensor connector near the brake master cylinder on the left side of the vehicle, and remove the wire from the clip anchoring it to the firewall. **(SEE Fig. M)**
7. Using a 22mm oxygen sensor wrench, remove the upper downpipe oxygen sensor from the factory downpipe **(SEE Fig. N)**. **Note: breaking the sensor loose from the factory downpipe may be easier from the underside of the vehicle.**
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.
8. Spray the downpipe flange mounting nuts with PB Blaster or an equivalent rust penetrating spray. Allow product to soak in per product recommendations. Then remove the two upper downpipe flange nuts using a 16mm sockets and ratchet. **(SEE Fig. O)**
9. Use the 22mm oxygen sensor wrench to remove the oxygen sensor(s) for the lower section of the downpipe. The sensor(s) are located in the tunnel underneath the vehicle near the factory catalytic converter. **(SEE Fig. P)**
10. Using a 13mm socket and ratchet with an extension, remove the two bolts holding the driveshaft carrier in place. **(SEE Fig Q)** Temporarily support the driveshaft in the center of the vehicle.
11. Using a 13mm 12-point socket and ratchet with an extension, remove the bolts connecting the driveshaft to the differential. **(SEE Fig. R)** Move the driveshaft towards the right of the vehicle to allow clearance for removal of the factory downpipe. **(SEE Fig. S)** You will need to pull the driveshaft towards the rear of the vehicle while moving it to the right in order to free the driveshaft from the transfer case.
12. Using a 16mm socket and ratchet, remove the two lower downpipe flange nuts. **(SEE Fig. T)**

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13. Remove the oxygen sensor heat shield from the turbo flange studs. Make sure to note the orientation of the heat shield for proper re-installation later on. **(SEE Fig. U)**

14. Unbolt the downpipe grommet bracket from the vehicle by removing the two bolts with a 13mm socket and ratchet. **(SEE Fig. V)**

15. Using a 13mm socket and ratchet, remove the retaining bolts holding the cross brace in the tunnel near the end of the factory downpipe. **(SEE Fig. W)** Use caution as the factory downpipe will droop after removing the tunnel cross brace.

16. Remove the downpipe from the vehicle by sliding the mounting flange off of the studs coming from the turbo. Remove the downpipe grommet bracket from the factory downpipe hangers. 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

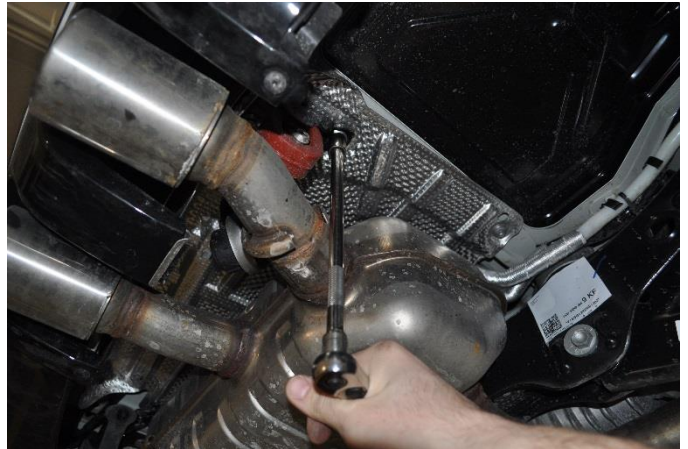


Fig. F

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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

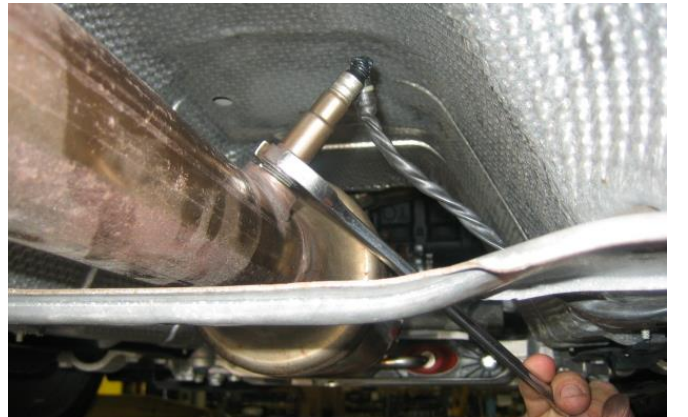


Fig. P



Fig. Q



Fig. R

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Removal Pictures



Fig. S

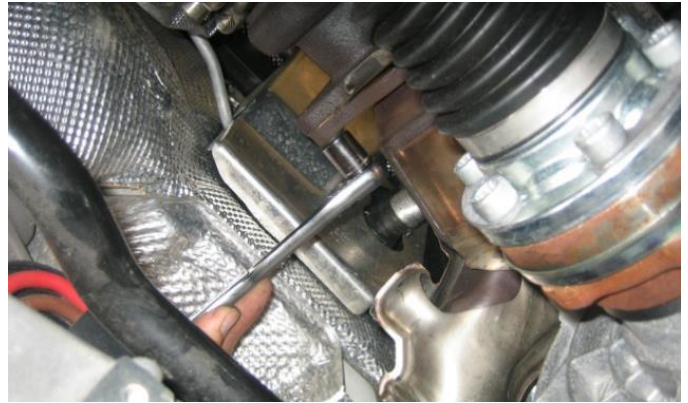


Fig. T

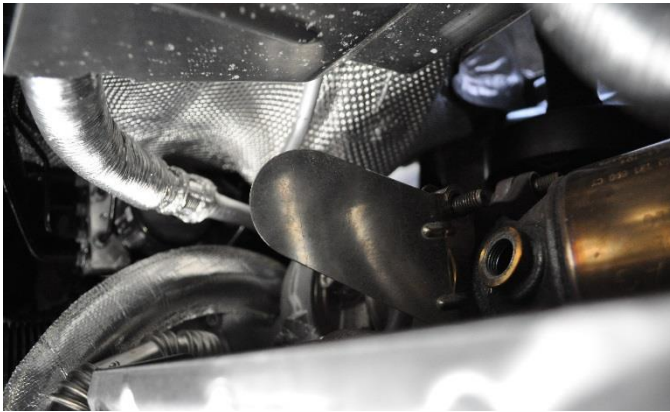


Fig. U



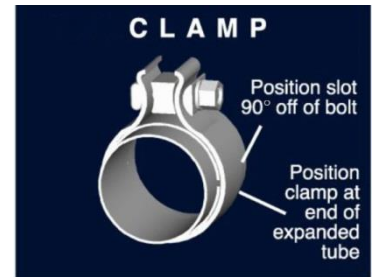
Fig. V



Fig. W

Installation of CORSA[®] 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 for the shipping carton, including the two 3.0" clamps, the M10 flange bolt, the five M10 flange nuts, the M18 oxygen sensor port block off bolt, and the downpipe flange gasket.
2. Locate the CORSA upper downpipe assembly, four of the M10 flange nuts, and the downpipe flange gasket. Place the new OEM downpipe flange gasket over the studs coming out of the turbo. **(SEE Fig. B)** Then slide the mounting flange of the upper downpipe assembly over the mounting studs.
3. Re-install the factory oxygen sensor heat shield that was removed during removal of the factory downpipe onto the mounting studs paying attention to correct orientation. **(SEE Fig. C)**
4. Hand thread on the four M10 flange nuts. Tighten the two lower downpipe flange mounting nuts using a 15mm socket and ratchet. **(SEE Fig. D)**
5. Tighten the two upper downpipe flange mounting nuts with the 15mm socket and ratchet. **(SEE Fig. E)**. Torque all flange mounting nuts to 22 ft-lbs (30 N-m).
6. Install the upper downpipe oxygen sensor and tighten with the 22mm oxygen sensor wrench **(SEE Fig F)**. Reconnect the oxygen sensor connector to the plug near the brake master cylinder, and anchor the wire with the retaining clip on the firewall. **(SEE Fig. G)**
7. Re-install the engine shroud by aligning it with the mounting studs and pushing it firmly onto the engine. Reconnect all factory hoses and connectors as they were removed, making sure all clips, O-rings, and harnesses are positioned and oriented correctly. **(SEE Fig. H, I, J & K)**

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8. Locate the CORSA downpipe hanger assembly and the factory downpipe grommet bracket. Push the hanger assembly studs into the grommet bracket, and re-install the grommet bracket onto the vehicle. Tighten the bolts to 18 ft-lbs (24N-m). **(SEE Fig. L)**
 9. Locate the remaining M10 flange nut and the M10 x 20mm long bolt. With the center hole aligned with the slotted hole on the upper downpipe mounting tab. Install the M10 bolt through these holes from the engine side, and secure with the M10 flange nut. Snugly tighten with a 15mm socket and ratchet. **(SEE Fig. M)**
 10. Re-install the driveshaft and torque all bolts to factory specifications. **(SEE Fig. N & O)**
 11. Locate the CORSA lower downpipe assembly and one of the 3" clamps. Properly align the clamp on the catalytic converter side of the lower downpipe, and slide the lower downpipe inlet over the end of the upper downpipe assembly. Check the orientation of the lower downpipe, so that the oxygen sensor bungs are oriented toward the passenger side of the vehicle and level with the vehicle. The outlet pipe coming out of the tunnel resonator should only offset upward in the vehicle with no side-to-side offset. Snugly tighten the clamp to retain the lower downpipe section. **(SEE Fig. P & Q)**
 12. Install the downpipe oxygen sensor in the bung corresponding to the vehicle factory exhaust using a 22mm oxygen sensor wrench. Make sure that the oxygen sensor wire has some slack to prevent damage to it. Install the oxygen sensor block off bolt (supplied) in the extra oxygen sensor bung. **(SEE Fig. R & S)**
- NOTE: If connecting to the factory cat-back system, follow steps 13-15, and then skip to step 18. If connecting to a previously installed aftermarket 3" cat-back system, skip to step 16. If you are doing the initial install of the CORSA Performance cat-back system on the VW Golf R MK VI, refer to the instructions included with the cat-back section at this time. The additional steps needed are provided in detail on this other document.**
13. 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. T)** Snugly tighten the 3" clamp to retain the downpipe adapter.
 14. Slide the factory cat-back to downpipe sleeve clamp onto the 2.35" diameter end of the downpipe adapter.
 15. Reinstall the factory cat-back exhaust in reverse order as it was removed. Make sure to properly torque all clamps and bolts to factory specs and reconnect the vacuum line to the factory rear muffler.
 16. 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.

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17. Attach the inlet of the previously installed 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.

NOTE: Your CORSA downpipe will mount directly to any cat-back that has a 3" expanded inlet section. This expansion allows the connection 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 system for the VW Golf R MK Vi will bolt on with no cutting or welding needed.**

18. When the exhaust system is in the desired location, tighten the nuts on the clamps. Torque nuts to 45 ft-lbs (61 N-m). Tighten the M10 nut and bolt at the front downpipe hanger assembly to 22 ft-lbs (30 N-m).

19. Reconnect the negative battery terminal. Let the car sit for at least three minutes with the ignition key on and engine off. Close the hood. This completes the installation of the CORSA system.

20. 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. 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

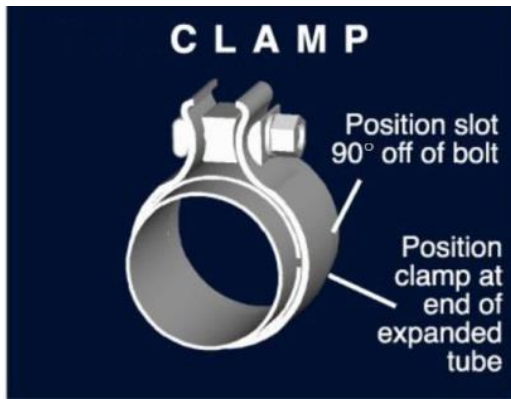


Fig. CLAMP



Fig. B



Fig. C

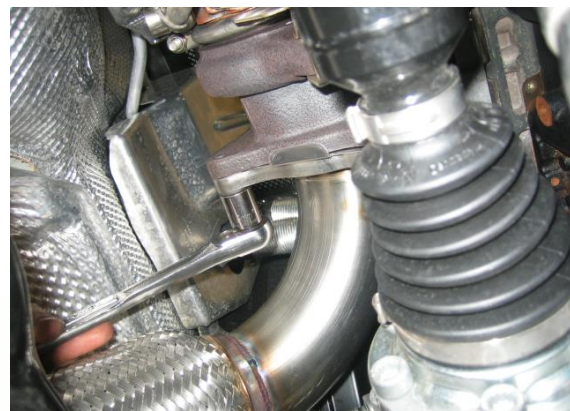


Fig. D



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

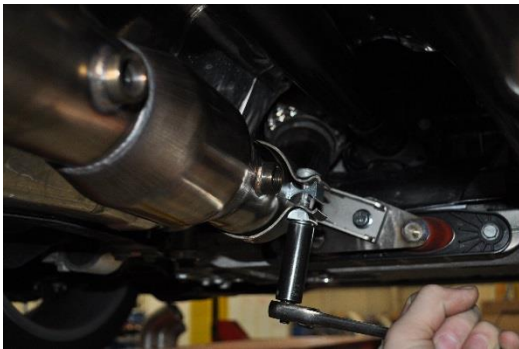


Fig. Q



Fig. R



Fig. S



Fig. T