

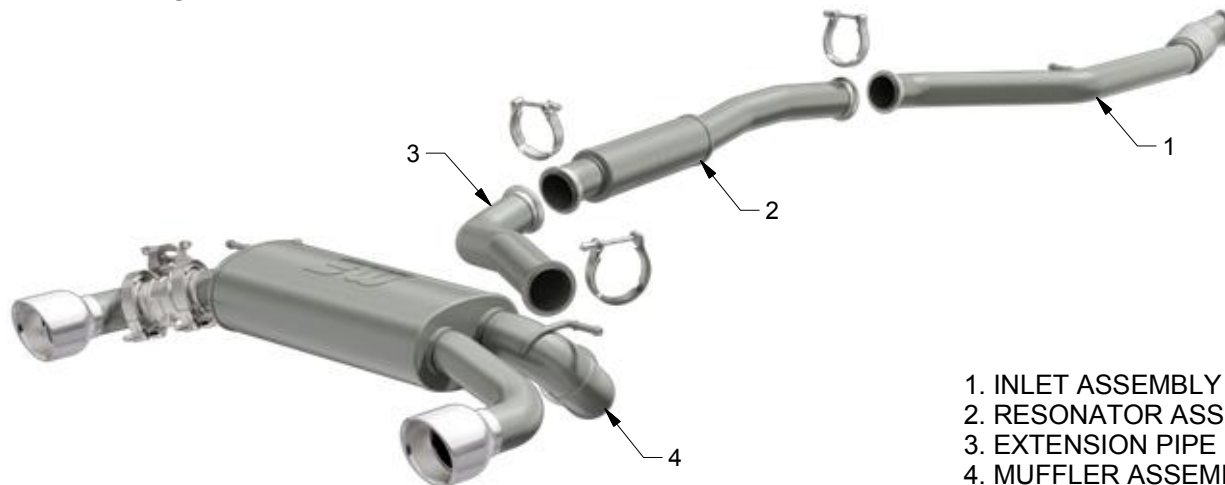


INSTALLATION INSTRUCTIONS



2014-2016 BMW M235i L6 3.0L | PART NO. 19188

BILL OF MATERIALS:



- 1. INLET ASSEMBLY
- 2. RESONATOR ASSEMBLY
- 3. EXTENSION PIPE
- 4. MUFFLER ASSEMBLY



WEAR SAFETY GLASSES



READ INSTRUCTIONS THOROUGHLY BEFORE INSTALLING PRODUCT

SHOP SUPPLIES:



SPRAY LUBRICANT

To ease removal of existing exhaust components (especially on older vehicles) spray penetrating lubricant on all fasteners and hangers/insulators that will be loosened or removed and let soak before disassembly.

HARDWARE KIT:

1.[3] 3.00" Clamp

MINIMUM REQUIRED TOOLS:



15mm, 16mm, 10mm
50 Torx, 55 Torx



Hanger Tool
(Or Pry Bar)

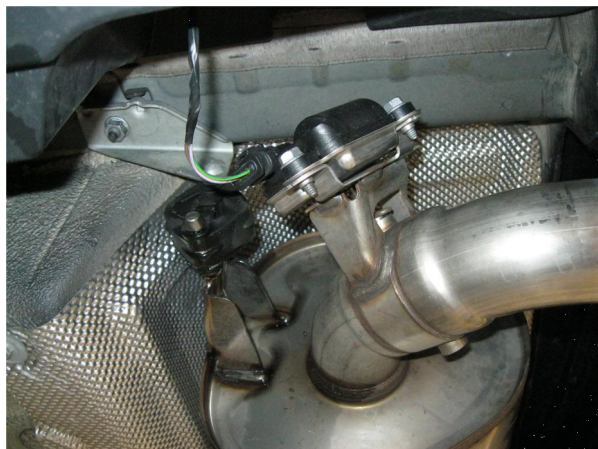
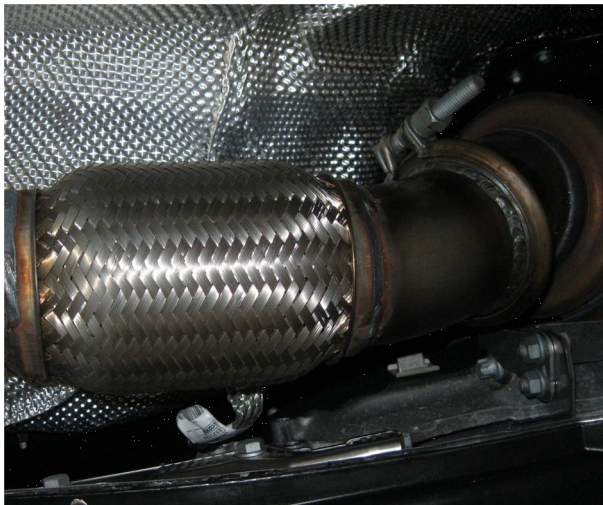
MAGNAFLOW RECOMMENDS PROFESSIONAL INSTALLATION ON ALL THEIR PRODUCTS



WARNING: When working on, under, or around any vehicle exercise caution. Please allow the vehicle's exhaust system to cool before removal, as exhaust system temperatures may cause severe burns. If working without a lift always consult vehicle manual for correct lifting specifications. Always wear safety glasses and ensure a safe work area. Serious injury or death could occur if safety measures are not followed.

ATTENTION: Always install any supplied band or U-bolt clamps to the proper torque specifications of 40-45 ft-lbs for band clamps and 30-35 ft-lbs for U-bolt clamps. Over tightening will result in the clamp breaking and will NOT be warranted by MagnaFlow.

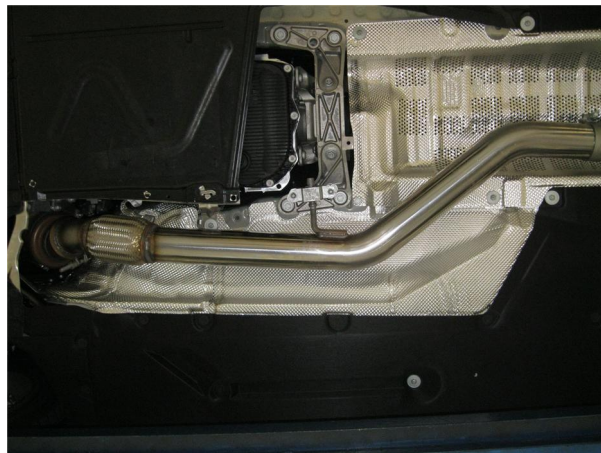
INSTALLATION INSTRUCTIONS



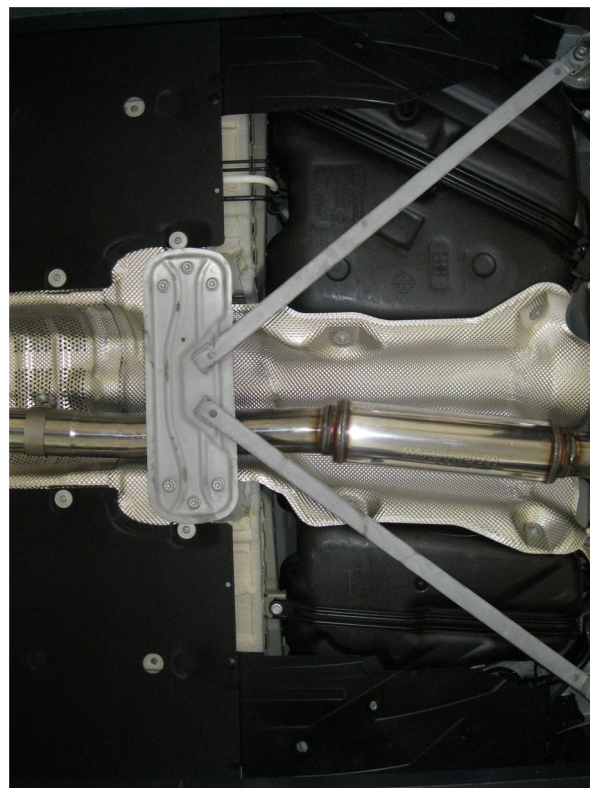
Step 1. To remove the OEM exhaust system you will need to remove the cross braces/stiffener and unplug the electronic exhaust control valve at the rear of the vehicle . Start by loosening the v-band clamp at the catalytic converter junction, working rearward disengage the hangers from the rubber insulators (retain rubber insulators and OEM v-band clamp) and remove the OEM system.



Step 2. Once on the OEM system is on the ground you will need to swap the servo motor from the factory control valve to the control valve on the Magnaflow Muffler Assembly. Unbolt the motor and remove the drive spring (take notice of how the drive spring is orientated as it must be re-installed the same way) and steel heat shield. Install the motor and heat shield to the valve, insert the drive spring and tighten.



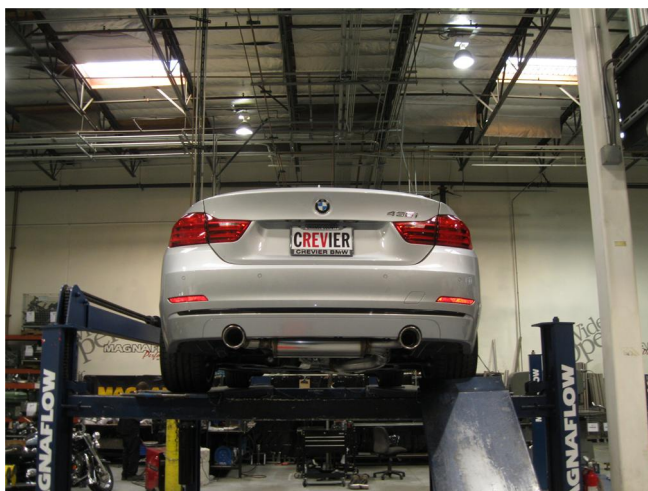
Step 3. Begin installation of the new system by fastening the Inlet Pipe Assembly to the outlet of the catalytic converter using the OEM v-band clamp and fitting the hanger into the rubber insulator.



Step 4. Next fasten the Resonator Assembly to the inlet pipe using the supplied 3.00" clamp.



Step 5. Lastly, install the Extension Pipe and Muffler Assembly by fitting the hangers into the rubber insulators and fasten using the supplied 3.00" clamps. Plug the wire connector into the servo motor install factory braces.



Step 6. Once a final position has been chosen for the new 6system, evenly tighten all clamps from front to rear using the torque specifications on page one of the instructions. Inspect all fasteners after 25-50 miles of operation and re-tighten if necessary.