

# RPM X3 2.5" E-Valve Mid Pipe Installation

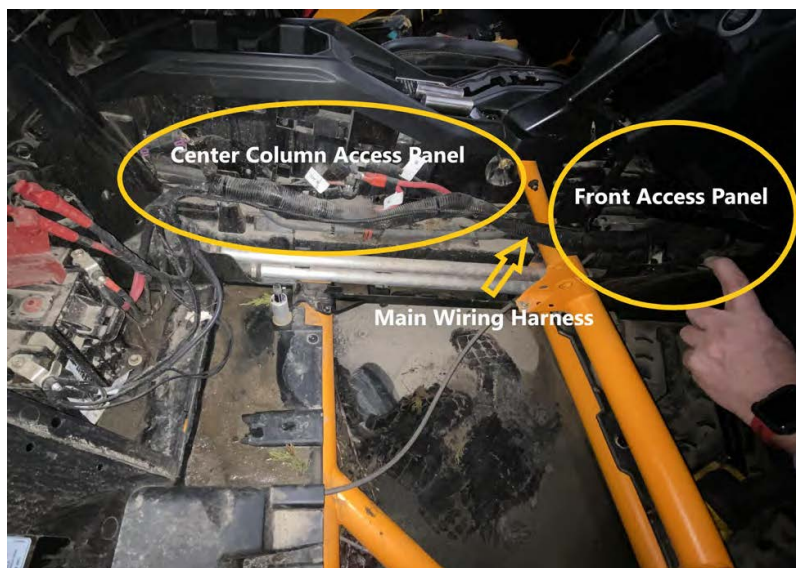
Installation of the mid pipe is fairly straight forward on all models. The most common mistake is not reusing the gasket on the turbo side. Link to video removing & installing a mid pipe can be found at: <https://youtu.be/E2Fy-nMYH3c?t=80>

We start by removing your stock mid-pipe and installing the new. Continue below for wiring installation.

**\*\*Tighten 2nd O2 Bung Bolt on RPM Mid Pipe if not utilizing.**

## E-Valve wiring instructions

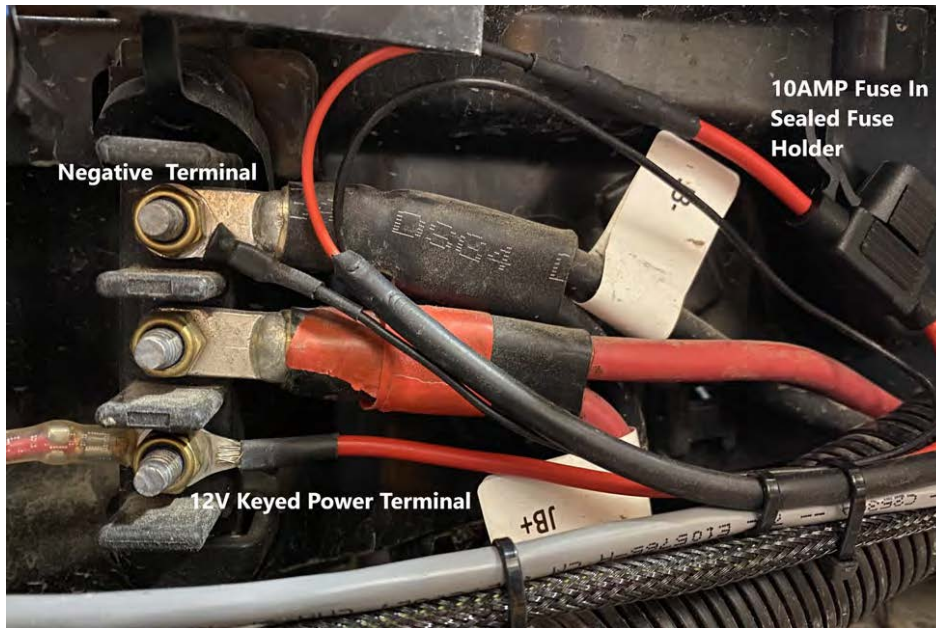
#1 Remove Passenger seat, remove the access panel to the center column, and loosen the panel in front of the access panel following the main wiring harness.



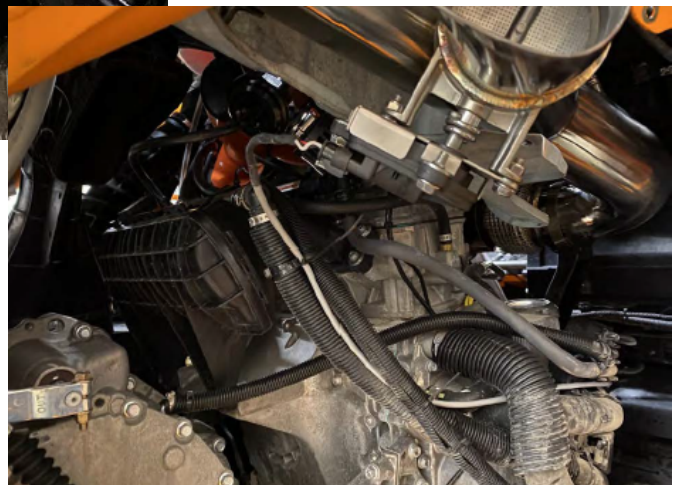
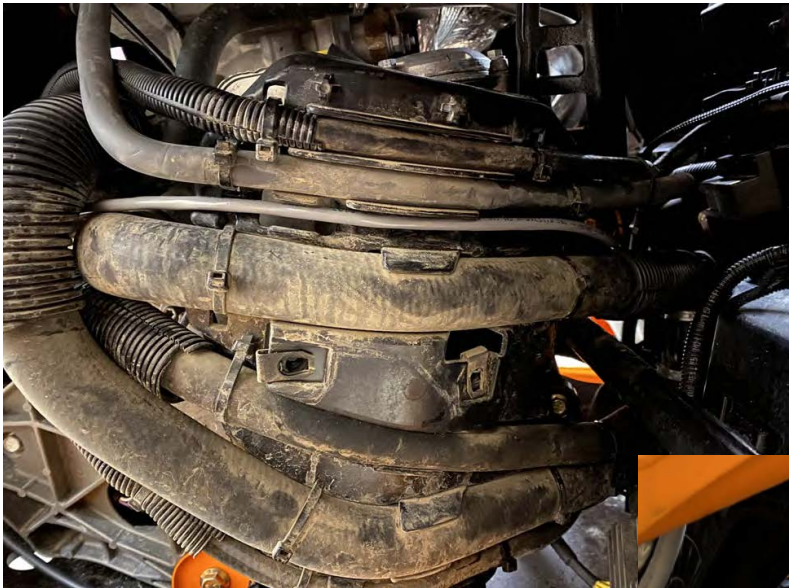
#2 Route the switch side of the harness to the preferred toggle location. Push the harness and plug through the back side, then install the switch. With the switch plugged into the harness you may now push the switch into place.



#3 Remove the cover to the buss bar gaining access to your positive and negative terminals. Red goes on the bottom 12v keyed ignition terminal, and black to the top ground terminal. At this time you can verify you have a 10amp mini bus fuse installed in the fuse holder. With the wires. Place the busbar cover back on the busbar.



#4 You can now route the gray shielded wire harness towards the back of the car through the coolant line access cover, and plug it into your E-Valves valve's body. Be sure to secure the line with slack in them starting from the back, and working your way forward.





#5 Included is a PVC coated wire clamp. This clamp will mount to your E-Valve exhaust's valve body **UNDER** the 10mm bolt. This will secure, stabilize, and keep your harness from tugging on the valve motor's plug.



#7 Our harness is built to suit 2 and 4 seat X3's. Any extra slack can be coiled, and secured behind the center console access panel neatly and securely. Carefully check all wiring and securing any spots where there is slack.



#8 If running the stock rear heat shield you will need to bend the corner down or cut the shield. The heat shield is thin so wire snips, metal shears, or any type of grinder is sufficient to remove a small amount of material.



If using the 2nd O2 bung on the 2.5" E-Valve Exhaust, you may need to trim the heat shield to allow room for the 2nd O2 bung.



#9 With the key on, you can test your exhaust valve to ensure it is opening and closing properly.

## **Care and Warranty**

- All exhaust valve motors have a 1 year, 1 time warranty.
- After washing we recommend applying a drop of oil or lubricant to the motors shaft to ensure it can move freely and stay sealed from corrosion.
- We do not recommend direct high pressure water to be pointed at the exhaust motor. All though a sealed unit, direct high pressure water can penetrate the seal causing internal damage and corrosion.
- Replacement motors are available for purchase. We recommend you run the car to heat up the exhaust and burn any moisture off and out after a wash.