



GRP LOTUS EMIRA CAT DELETE/ TEST PIPE INSTALLATION

Thank You for your purchase of our delete pipe!

This installation guide serves as a general how-to for either a shop or capable DIY'r.

Expect around 1-2hrs for installation, this can vary depending on your mechanical ability, use of a car lift etc.

Some installations may need a replacement ring gasket that goes between the delete pipe and the mid-pipe at the 3-bolt flange. Some come apart fine and the gasket is reusable and some have been reported to be crumbling upon removal of the factory cat. We will do our best to have these in stock for purchase with your delete pipe and will also be exploring an off the shelf option from the local auto parts store you can pick-up if needed.

Tools Needed:

- **Ratchet – 3/8 drive long handle preferred**
- **7mm socket, We used this on a 1/4" drive cordless gun**

- **4mm hex wrench, regular “L” wrench will work, socket drive is best/faster**
- **15mm socket – 3/8” drive**
- **16mm socket – 3/8” drive**
- **15mm end wrench**
- **3/8” drive extension – 6-8” preferred**
- **Rubber mallet**
- **Pry Bar – Heavy duty flat head screwdriver may also work – Two pry tools preferred.**

- 1. Raise Car --- Either on an automotive lift, quickjacks or with a floor jack/jack stands. The higher you are able to get the rear of the car the easier life will be!**
- 2. Remove the rear plastic diffuser panel. Start by removing the 6x 4mm allen head screw circled in yellow, followed by the 10x 7mm hex head bolts circled in red. Leave the 2x 4mm allen head screws circled in purple for last. These are the main center supporting screws, removing them last will keep the panel in place flat vs it tipping and falling out. No need to remove the other un-circled screws in the middle. For these being plastic it does have some weight to it so be prepared!**



3. Once the diffuser panel is out of the way loosen the 15mm nut circled in yellow on the band clamp between the stock cat pipe and muffler. The clamp is welded and does not spin or move. Then remove the three 16mm nuts circled in red between the cat pipe and mid-pipe flange.
****You may need to pre-treat these fasteners with a bit of penetrating lube as they can be rusty/sticky!**

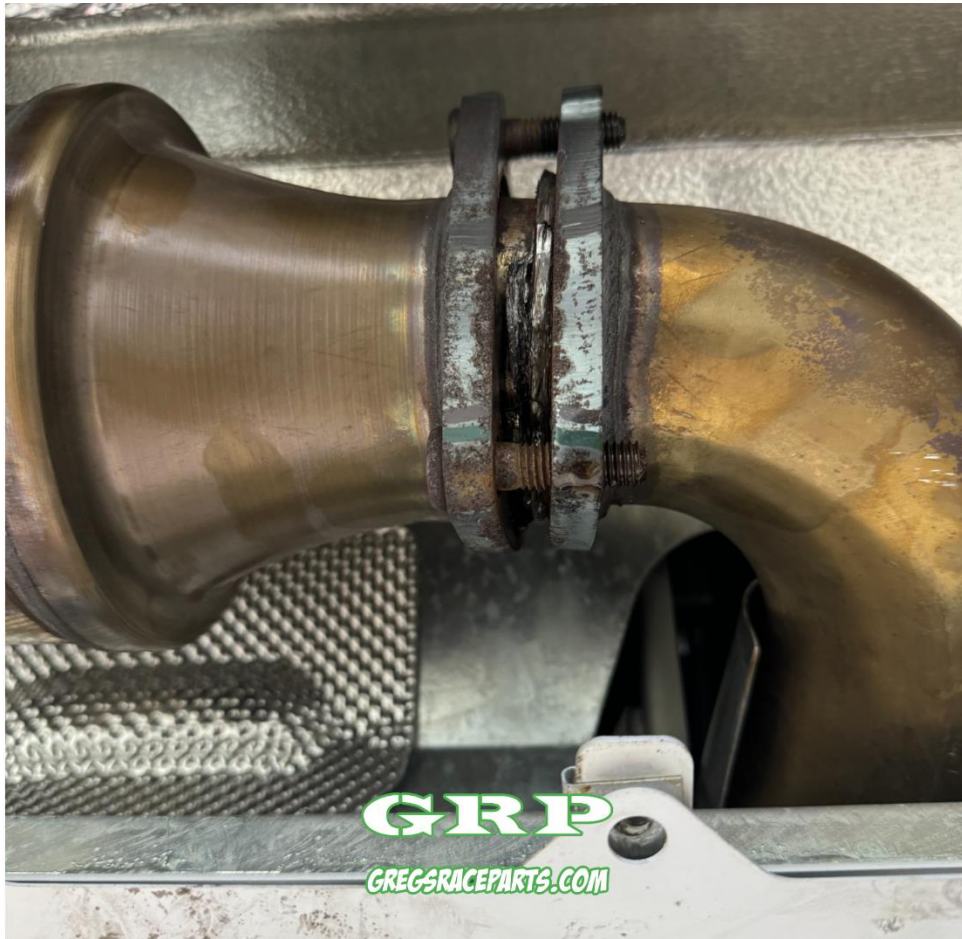


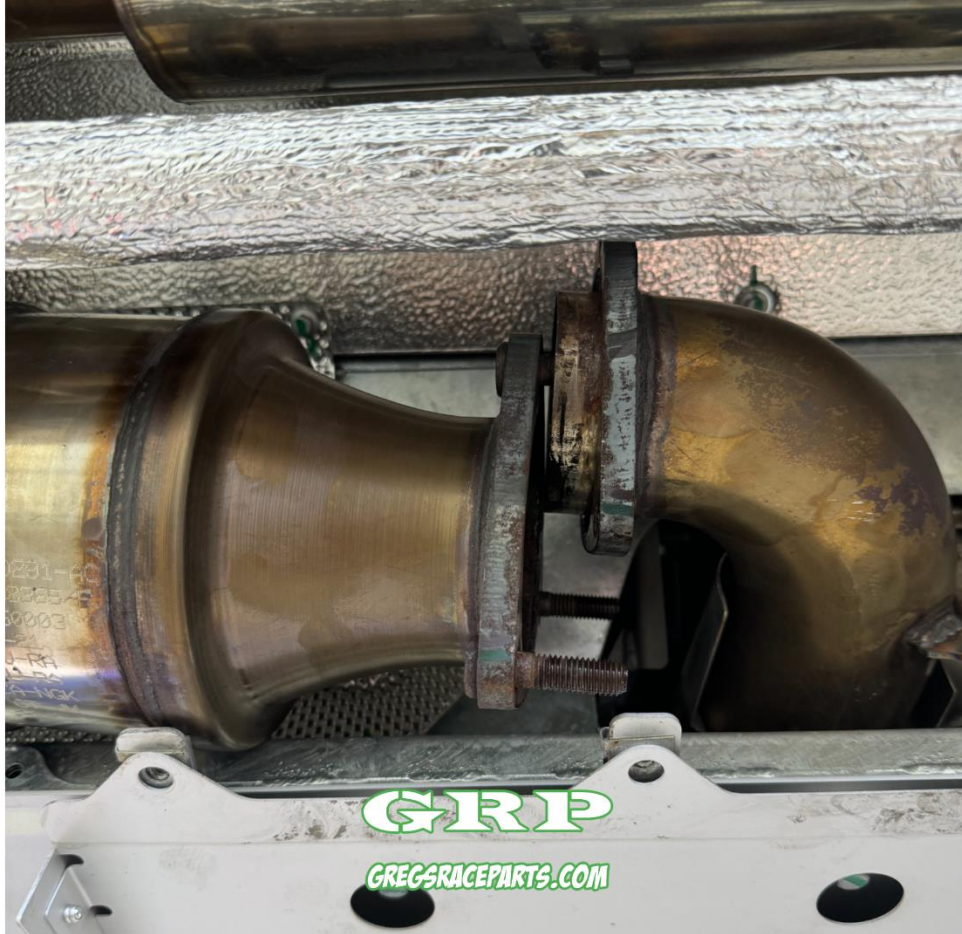
4. Remove the two 15mm nuts circled in yellow at the midpipe exhaust hanger, this is not be 100% needed but opens up more room for movement in the following steps. Push hanger out of the way towards right side of the car.



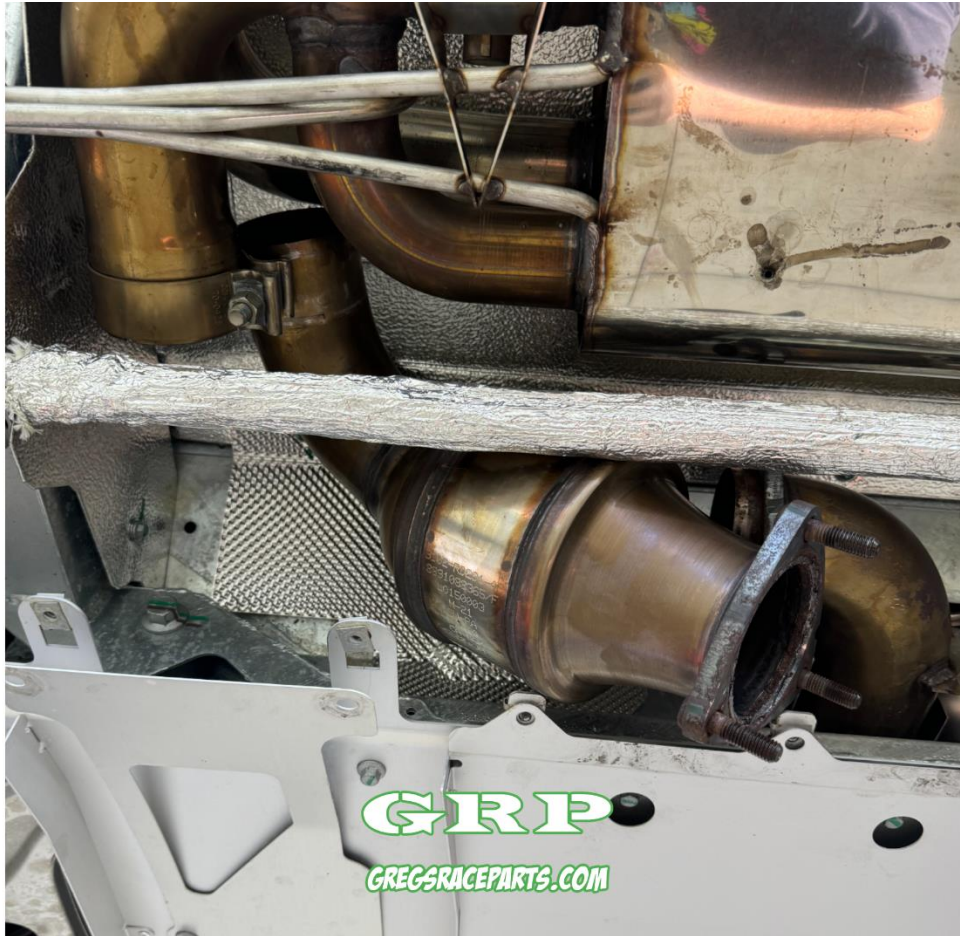
5. Using a little bit of elbow grease you will now need to carefully pry apart the midpipe and original cat pipe until you get the three welded studs to fully disengage from the midpipe. When you loosened the three nuts earlier it should have popped apart slightly already so you can get your pry tool between the flanges and work them apart. Sometimes having two pry tools, a screwdriver handle etc will help a lot here as you can hold it apart with one while you work it apart more with the other.
The factory midpipe has a large flex section in it that allows for a LOT of movement, you will not hurt it by doing this!

**Work the two pieces apart from each other until all three studs no longer line up with the midpipe, they can be above, below or to the side of the holes as shown below.
***Take care not to pry against the gasket in case you can reuse it!**



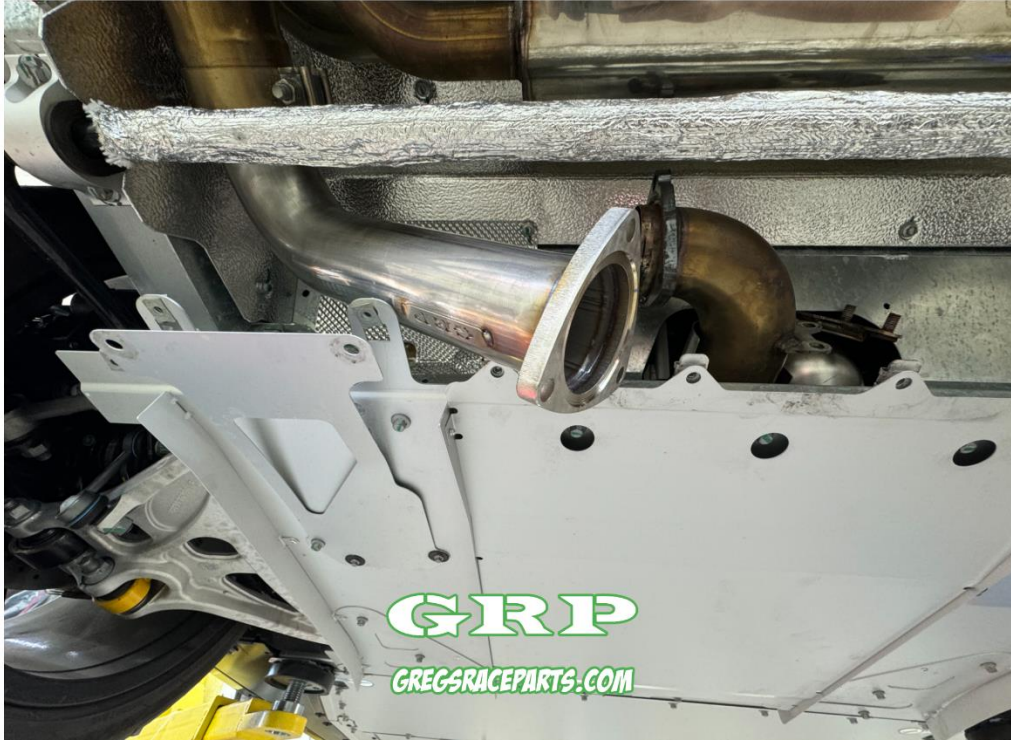


6. Once the flange side is apart you will need to wiggle/work the other end out of the muffler inlet. This side can also be a bit sticky and require some elbow grease. You can use a mallet to aid in popping them loose/apart. We used a mallet and a wood dowel to strike the cat pipe as close to the muffler inlet as possible to help pop it loose then it was easily wiggled/rotated some up and down until it came free.



- 7. Remove that unnecessary thing! Slide it out place as shown above, taking care not to bend any of the under panels. Also take care to not destroy the gasket incase it is reusable! Keep the gasket in place on the midpipe protruding flange. If it is not reusable install a new one at this time.**

- 8. Install the new GRP decat pipe into place. Start by having the flange side angled downward while wiggling/pulling the muffler side into the inlet of the muffler as far as possible – This should be around 1-1.5” or so roughly. Rotate the flange side upward while pulling the midpipe outward to allow the decat pipe to rotate into position.**



9. Taking care to line up the gasket properly press/squeeze the flanges together and get one of the new supplied 15mm hex bolts and nuts in place. Hand tighten.

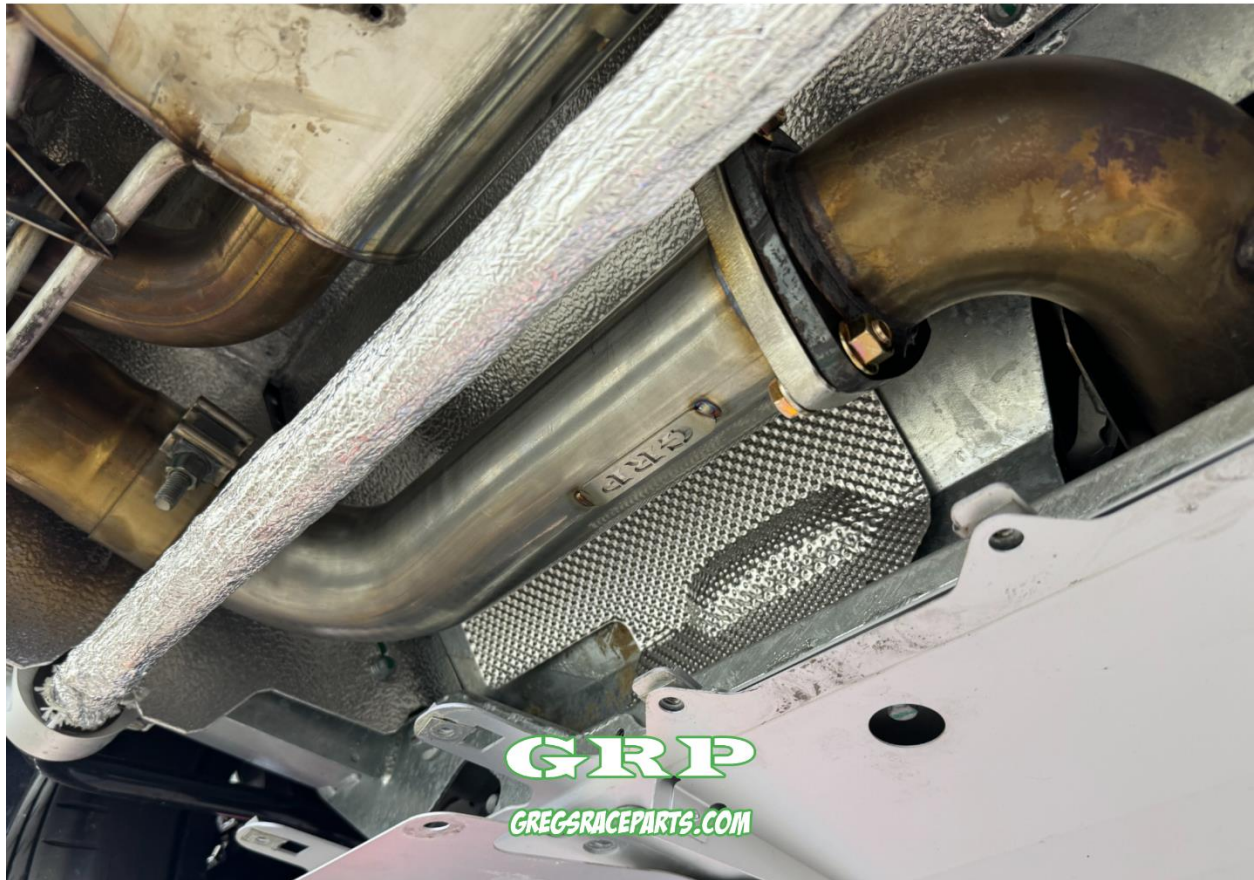


10. Install the other two 15mm hex bolts and nuts and tighten down all three in an even and repetitive manner. These bolts can be torqued to 35-45 ft lbs.



- 11. Tighten the 15mm nut on the band clamp between the decat pipe and muffer. Torque to 35-45 ft lbs.**

- 12. Reinstall the two 15mm nuts at the midpipe exhaust hanger**



- 13. Install your Milltek valve controller at this time if doing so! Highly Recommended!! The factory valve gradually opens depending on rpms and is never fully open until high rpms in sport or track modes. The valve controller will keep it open or closed 100% all of the time with the press of a button. This allows for a really nice low rpm/startup/cruising sound if you wish.**

- 14. Reinstall the plastic diffuser panel starting with those two allen head screws that were circled in purple. There are multiple edges and tangs to line up so take your time here. An extra person is beneficial for this step.**

15. Remove from lift or stands, fire it up and enjoy the improved sound of your awesome Lotus Emira!!

Please email us if you have any questions that may come up along the way, we are here to help!