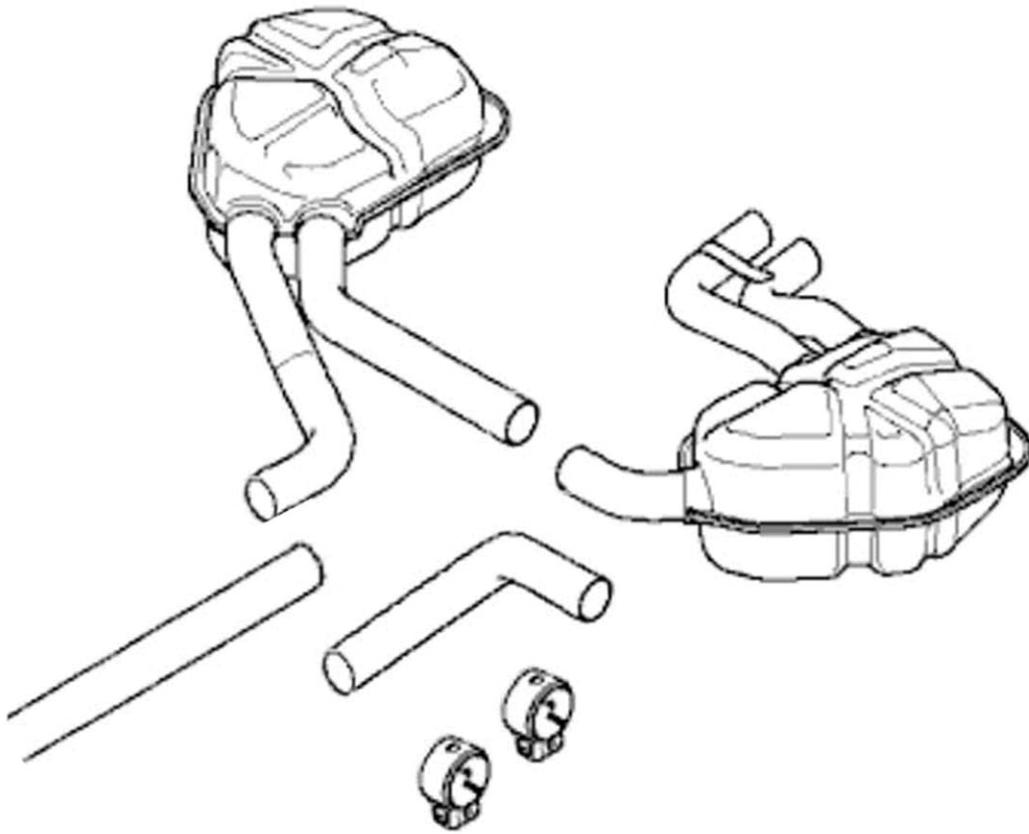


## MUFFLER BYPASS EXHAUST UPGRADE INSTALLATION INSTRUCTIONS MINI MANIA P/N NME1035

Thank you for choosing the Muffler Bypass Exhaust System Upgrade for your 2002-2004 R53 MINI Cooper S Hatchback.

Please take all necessary precautions for working on and under the vehicle. Mini Mania is not responsible for any damages incurred during the installation of this part. Mini Mania recommends professional installation.

1. If you do NOT have access to a lift or you are mechanically inclined, we recommend you have a competent muffler shop or an experienced mechanic perform this installation. The job may be performed without removing the exhaust from the car.
2. Take note of the position of the exhaust tips in the opening in the rear valence. Also take note on how far it protrudes from the opening. When installing the bypass, keep in mind the exhaust system can grow as much as 1" when at full operating temperature.
3. If you leave the exhaust system on the car: Put the car on a lift. Put a floor jack (or other support) under the right side muffler (passenger side). Locate where the Muffler Bypass will be going in (see diagram below). Measure and mark the length of pipe to be cut by holding the bypass up to the stock system. **Be sure you leave at least 3/4" extra overlap to allow the bypass to slip fit into place.** Measure three times before cutting. Cut the stock pipe to remove the passenger side muffler.
4. Once the cuts are made, lower the passenger side muffler after slipping it off the hangers and remove it from the work area. Place the clamps on both ends of the Bypass and slip the Bypass over the stock pipes. Make sure the Bypass pipe fits without stressing the system (making it bend in ways it does not want to go). Your tips should be level and in the same location as before you started. Check clearances and fitment. Lightly tighten the clamps, making any adjustments to align the tips as may be necessary. When satisfied with the tip position, tighten the clamps.
5. You may, if you wish and we recommend, have the pipe welded in place. It will serve you from ever having to get underneath to tighten the clamps if they ever become loose again.
6. Lower the car and turn it on! Let it idle for a few minutes. If all is well, drive off for a couple of miles to test it. Bring it in if you hear any rattles and re-check it.



7. If you really want to add some sportiness to the system, we suggest the NME1400 Chrome Dual Sport Tips on the system. They look and sound better than the stock tips!