

MX-5 ND Competition Race Connecting Pipe*

Installation Instructions

Read All Steps Before Proceeding. If you have any questions regarding the installation procedures, contact Racing Beat before proceeding!

Installation Steps:

It is suggested that the exhaust be “cold” before attempting to install these components. Exhaust components (especially the catalytic converter) may retain heat for a substantial period of time after the car has been shut off. Further, you may experience difficulty removing the nuts on “hot” exhaust components. If you experience difficulty removing the nuts on a “cold” component, apply a loosening agent (i.e. WD 40) and slowly and carefully work the nuts off the studs. It is recommended that a “non-seizing” agent is applied to all threaded components during installation.

1. Raise the car and place it on jack stands. Never work on a car supported only by a floor jack.

If you are replacing both the muffler and the connecting pipe section at the same time, remove the muffler section from the vehicle first, then remove the mid-pipe section. If you are replacing the mid-pipe section only it is not necessary to remove the muffler section from the vehicle.

2. Remove the two (2) chassis braces positioned under the stock mid-pipe section. Disconnect the oxygen sensor, leave the sensor in place.

3. Remove the two nuts that retain the muffler to the stock mid-pipe section. On this application each nut is secured to a stud that has been threaded into the muffler flange. If the nut and stud rotate together during the removal process, simply allow the stud to unscrew itself from the muffler flange.

4. To ease the removal of the metal hanger from the rubber hanger, spray the metal hanger at the point at which it extends into the rubber hanger with a spray lubricant. (i.e. silicone spray, WD40, etc..) Remove the nuts that retain the forward end of the mid-pipe to the exhaust manifold/header section. Remove the stock mid-pipe section from the vehicle. (It may be necessary to push the muffler rearward - take care not to damage the bumper openings with the muffler tips!)

5. Now that the stock mid-pipe has been removed, carefully remove the oxygen sensor.

6. Using the stock mid-pipe as a guide, correctly align the two Race Pipe sections. Assemble the two sections using a supplied gasket, nuts, bolts, and two (2) 14mm socket wrenches. You may find it easier to use clear tape to hold the gasket in place between the flanges during the assembly. (Before firmly tightening the bolts, simply pull the tape free.) Loosely but securely tighten the nuts/bolts.

7. Install the oxygen sensor into the threaded position on the Racing Beat Race Pipe (22-36 ft/lbs). Take care while installing the Race Pipe onto the chassis not to damage the sensor!

8. Spray the rubber hanger with a lubricating spray, then install the Race Race Pipe onto the chassis. If you are also installing a replacement muffler, install the muffler after the Race Connecting Pipe is in place.

9. Position the second supplied gasket between the Race Pipe and forward section, and securely tighten the retaining nuts.

10. The stock rear swivel gasket (the large, thick gasket on the outlet of the stock mid-pipe section) can be re-used unless it shows signs of wear or distress. Securely tighten the outlet end of the Race Pipe using the original studs/springs and nuts.

Adjustment Note: If required, it is possible to adjust the position of the muffler tip(s) relative to the bumper opening by loosening the Race Pipe mid-section joint and rotating the muffler to the desired position. Using an assistant, loosen the bolts while the assistant positions the muffler tip(s) in the bumper opening, and then retighten the bolts. If additional adjustments are needed, the same procedure can be repeated with the Race Pipe forward connection.

11. Reconnect the oxygen sensor. If you are satisfied with the alignment of the tip(s) in the bumper opening, firmly tight the mid-section nuts/bolts on the Race Beat Race Pipe. Reinstall any chassis braces that were removed.

12. Lower the vehicle and start the car. Check for exhaust leaks. It is normal to notice an oily, burning odor during the initial break-in period as oil from the mandrel tube bending process slowly dissipates from the system.

* Legal in California only for racing vehicles, which may never be used upon a highway.