

Mazda3 Exhaust System (Muffler & Connecting Pipe Section)

Installation Instructions

Read All Steps Before Proceeding

1. Raise the car and place it on jack stands. To ease the removal of the stock muffler, raise the car as high as safety possible. Never work on a car supported only by a floor jack. Allow the car to cool before attempting to install the Racing Beat exhaust.
2. Remove the two nuts that retain the muffler to the connecting pipe section. It may be necessary to spray the nuts with a penetrating spray. If the nuts are “frozen”, allow the spray to penetrate the threads before attempting to remove. Work slowly and carefully to prevent damage to the nuts.
3. Spray the muffler hangers at the point at which they extend into the rubber grommets with a spray lubricant. (i.e. silicone spray, WD40, etc..)
4. You may want to cover the tip(s) of the muffler to prevent damaging the bumper during the removal procedure. Loosen the retaining bolts, then while pushing/prying the rubber grommets from their hangers maneuver the muffler outward from the chassis. You may find it easier to temporarily bend the heat shield material away from the retaining hanger(s) during the removal.
5. Before installing the muffler onto the car, you may want to cover the tip(s) to prevent damage to the bumper. **Make certain to remove the original O-ring gasket from the outlet of the connecting pipe section!** Using a supplied O-ring gasket, place the gasket onto the short length of pipe that extends from the connecting pipe section on the chassis. Using the supplied bolts/nuts, install the short muffler inlet pipe section onto the connecting pipe section, making certain the O-ring gasket has remained in place. Tip: If needed, use small pieces of clear tape to temporarily hold the gasket in place. Tighten the fasteners finger tight.
6. Using the second supplied O-ring gasket, place the gasket onto the length of pipe that extends from the just installed short muffler inlet pipe muffler section. Spray the rubber grommets with lubricating spray, then mount the muffler section onto the chassis.
7. Connect the muffler to the inlet pipe section using the supplied bolts/nuts. (Make sure the O-ring gasket has remained in place on the end of the short inlet tube.) Tighten the fasteners finger tight.
8. Check the position of the muffler tip(s) in the bumper opening(s). If the tip(s) are not centered correctly, loosen one set of retaining bolts/nuts, reposition the tips, then tighten the fasteners. Repeat as necessary using the forward set of retaining fasteners. Tighten to 28 ft/lbs. (During initial driving, the muffler should “settle” onto the correct position on the rubber grommets.)
9. Lower the vehicle and start the car. Check for exhaust leaks at the muffler/connecting pipe junctions. It is normal to notice an oily, burning odor during the break-in period as oil from the tubing bending process slowly dissipates from the system.