



## **INSTALLATION GUIDE**

**CTS HIGH FLOW CAT, BMW (F10) M5/M6  
CTS-EXH-DP-0034**

**20630 Mufford Crescent, Unit #309  
Langley, British Columbia V2Y 2V9**

**[www.CTSTURBO.com](http://www.CTSTURBO.com)**

## **WHAT IS INCLUDED**

1@ LEFT SIDE HIGH FLOW CAT

1@ RIGHT SIDE HIGH FLOW CAT

## **REQUIRED TOOLS**

T30 TORX

22MM DEEP O2 REMOVAL TOOL

22MM WRENCH

10MM SOCKET

## **NOTES**

Vehicle used in this guide is a 2015 BMW M5 . Other cars will follow the same steps.

Always make sure the car is safe to work on. Do not work on a hot motor.

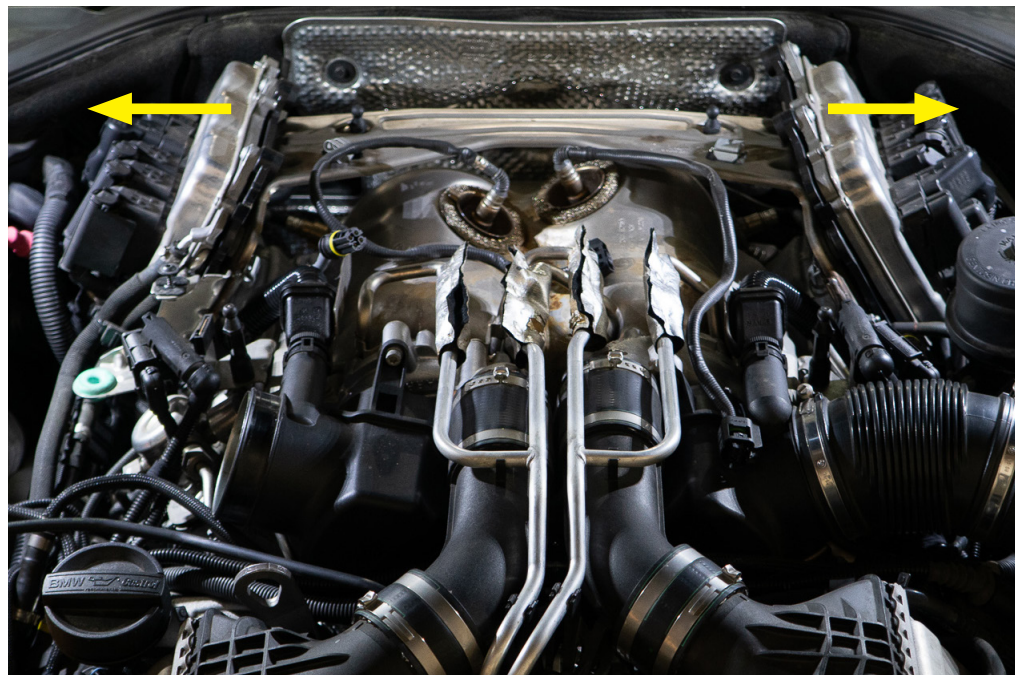
## STEP 1

START BY REMOVING THE ENGINE COVER AND PASSENGER SIDE AIRBOX COVER AND INLET PIPE.



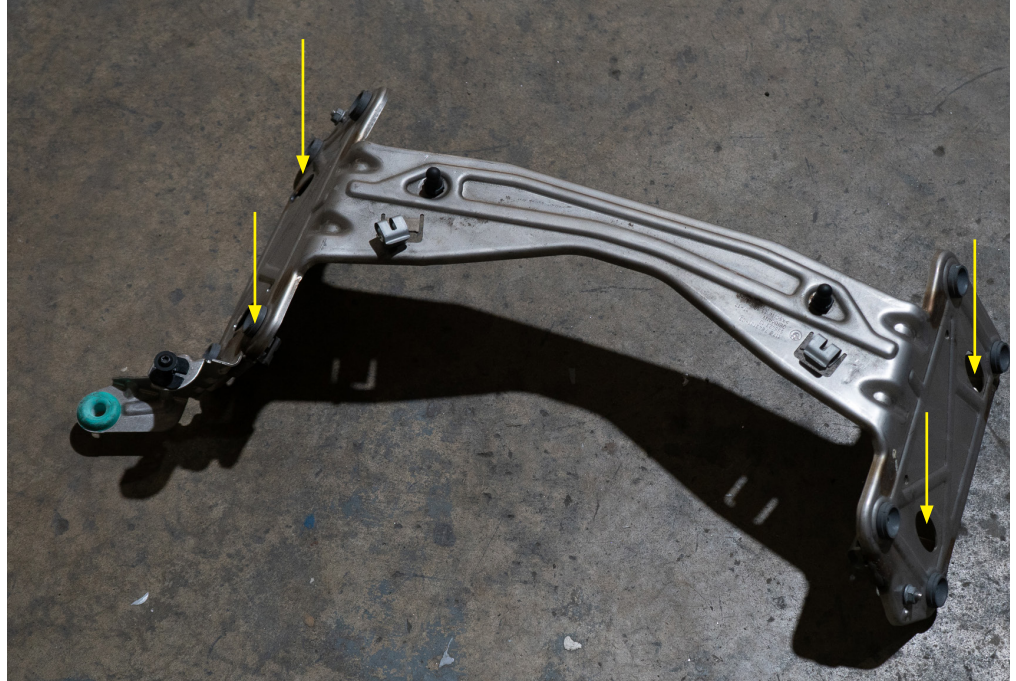
## STEP 2

UNCLIP AND UNPLUG THE O2 SENSORS. UNBOLT THE GROUND STRAPS ON BOTH DME'S WITH A 10mm SOCKET. NOW UNCLIP BOTH DME'S FROM THE SUPPORT BRACE AND PUSH THEM TO THE SIDE. YOU WILL ALSO NEED TO UNBOLT THE COOLANT RESERVOIR AND MOVE IT OUT OF THE WAY.



### STEP 3

REMOVE THE 4x T30 TORX BOLTS SECURING THE DME BRACE. REMOVE THE BRACE.



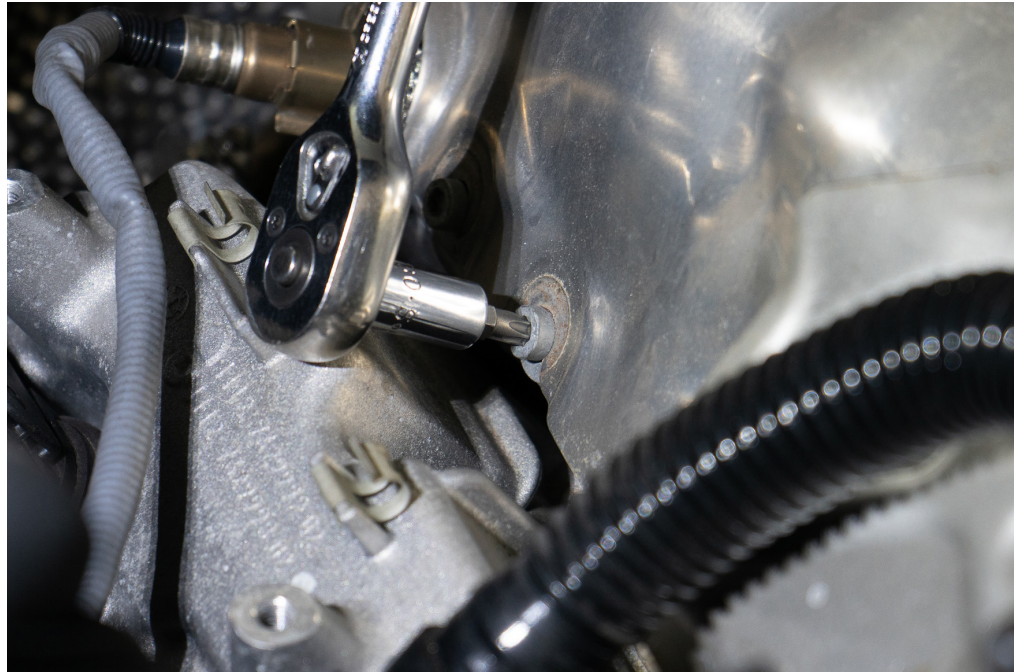
### STEP 4

REMOVE THE FRONT O2 SENSORS FROM THE CATALYSTS. THESE NEED TO BE REMOVED BEFORE REMOVING THE HEAT SHIELD FOR THE CATS.



## STEP 5

LOOSEN 6x T30 TORX BOLTS SECURING THE HEAT SHIELD. YOU DON'T NEED TO REMOVE THESE, JUST LOOSEN THEM SO THE HEAT SHIELD CAN BE LIFTED OUT. REMOVE THE HEAT SHIELD.

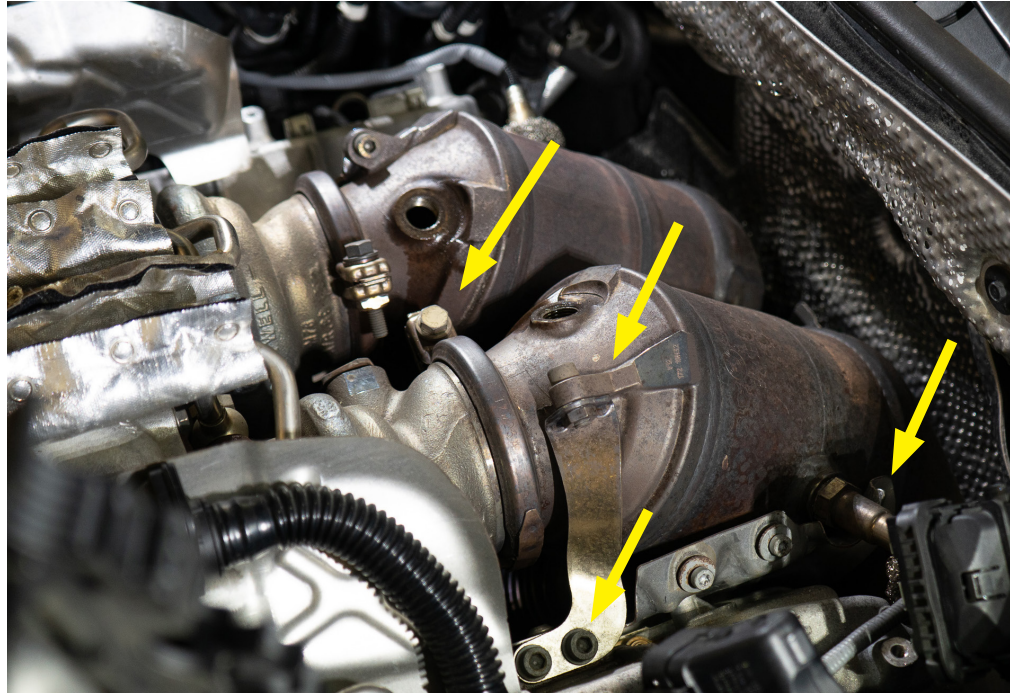


*You may find it easier to remove the heat shield if you unplug the passenger side PCV hose and pull the smaller heat shield out of the way slightly.*



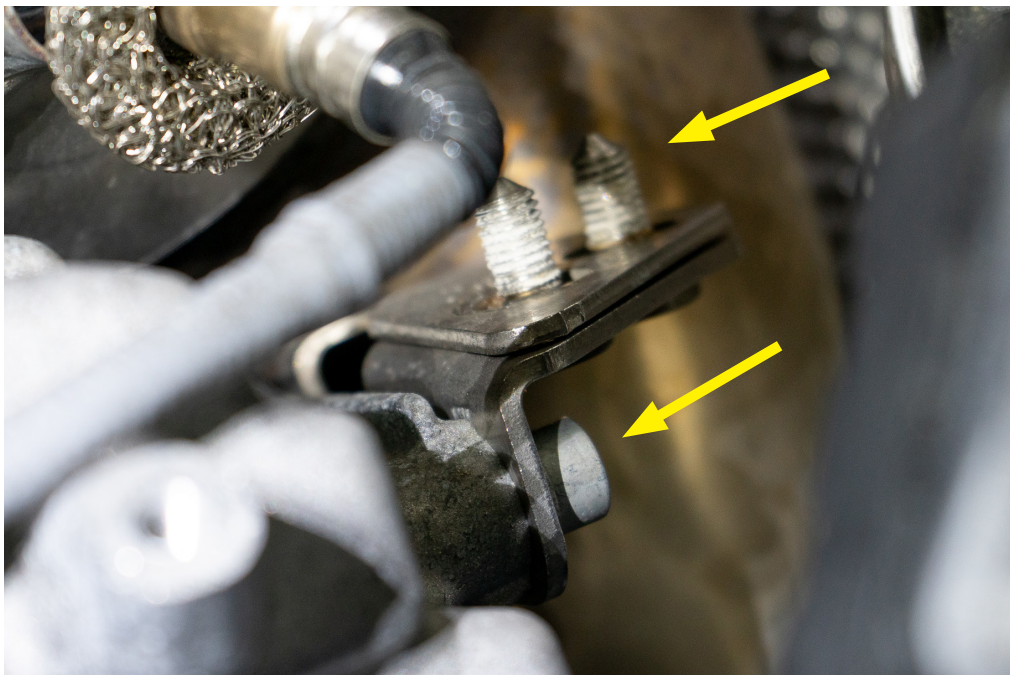
## STEP 6

NOW WE NEED TO UNBOLT THE DOWNPIPE BRACKETS AND LOOSEN THE V-BAND CLAMPS.



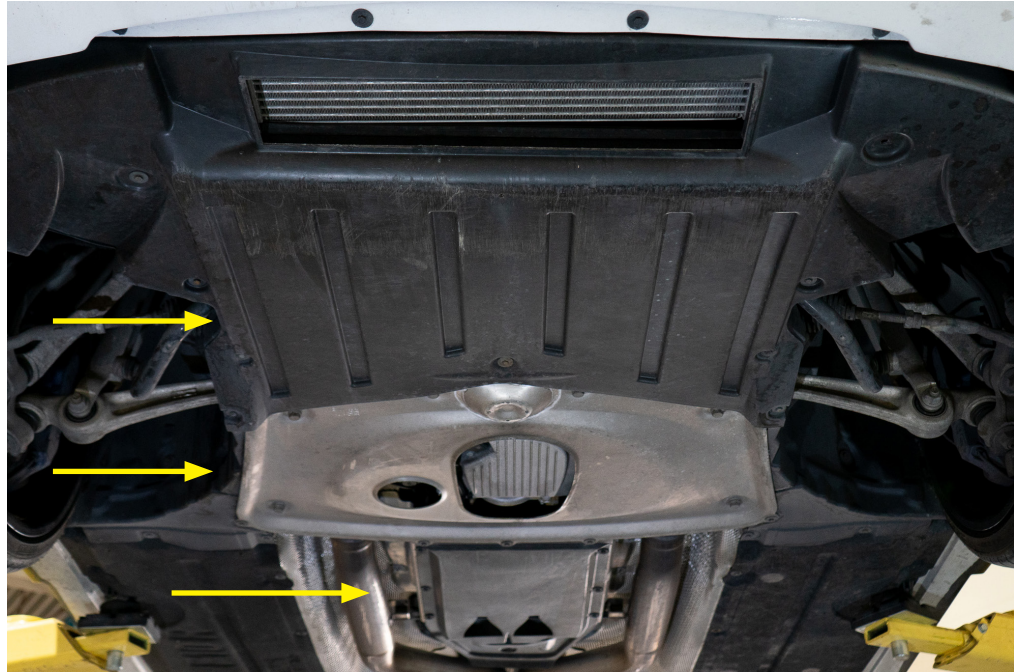
## STEP 6a

13mm Nuts  
6mm Allen bolt



## STEP 7

LIFT VEHICLE, AND REMOVE BELLY PANS AND SUBFRAME BRACE.



## STEP 8

NOW YOU CAN UNBOLT THE LOWER DOWNPIPE FLANGE ON EACH SIDE (4x 11mm nut)



**STEP 9**

REMOVE THE FACTORY CATS FROM THE TOP.

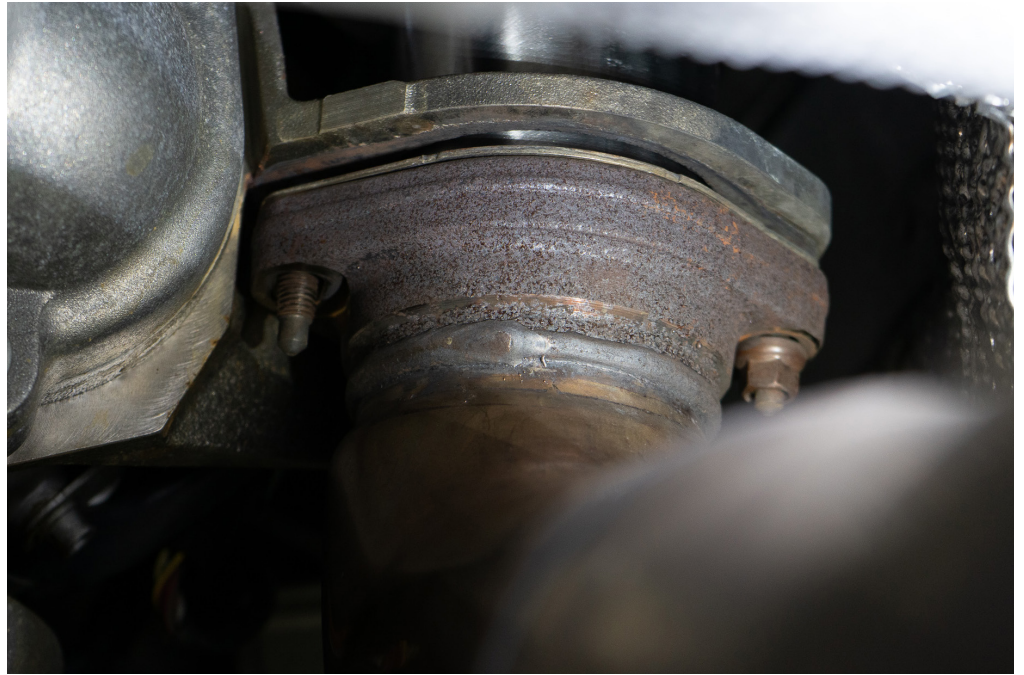
**STEP 10**

DROP THE CTS HIGH FLOW CATS INTO PLACE FROM THE TOP. LOOSELY SECURE THE V-BAND CLAMP ONLY.



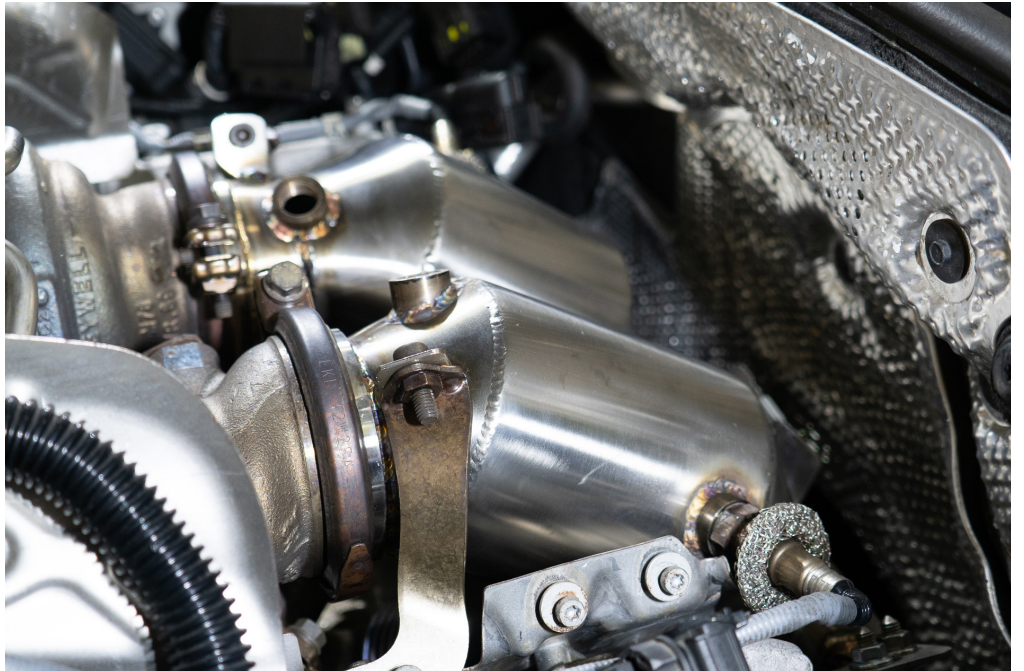
## STEP 11

GOING BACK UNDER THE CAR, CHECK ALIGNMENT OF DOWNPIPE FLANGE AND SECURE THE FLANGE.



## STEP 12

NOW THAT THE DOWNPIPE FLANGES ARE TIGHTENED, WE CAN GO BACK TO THE TOP AND SECURE THE BRACKETS AND V-BAND CLAMPS. WE CAN ALSO INSTALL THE REAR O2 SENSORS AT THIS TIME.



## STEP 13

RE-INSTALL THE HEAT SHIELD.  
AND INSTALL THE FRONT O2  
SENSORS INTO THE  
THREADED BUNGS.



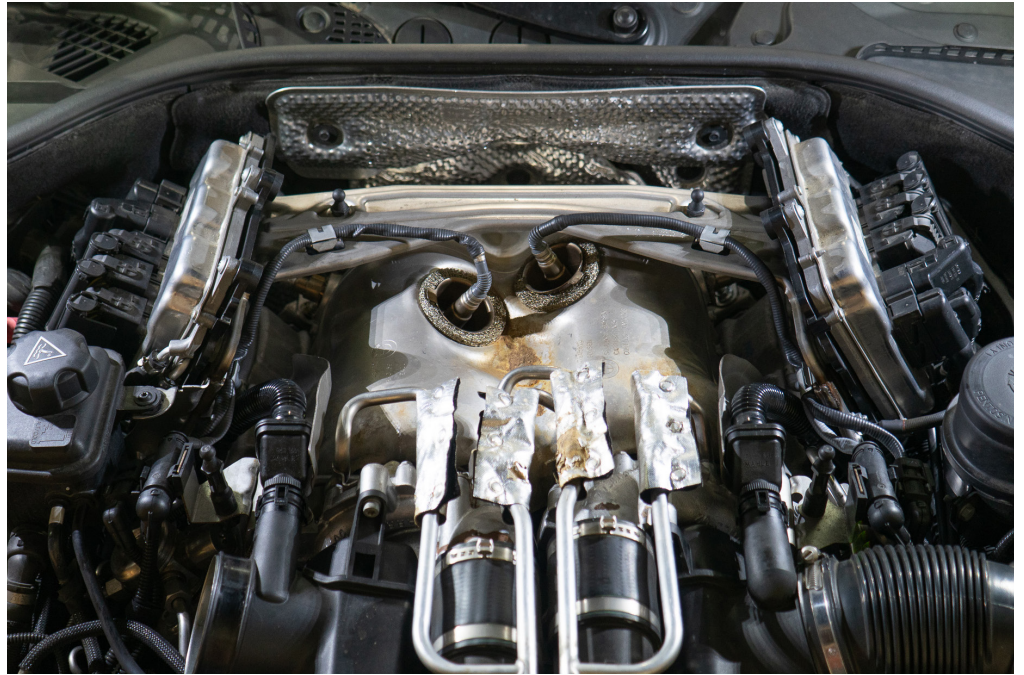
## STEP 14

RE-INSTALL THE DME  
BRACKET.



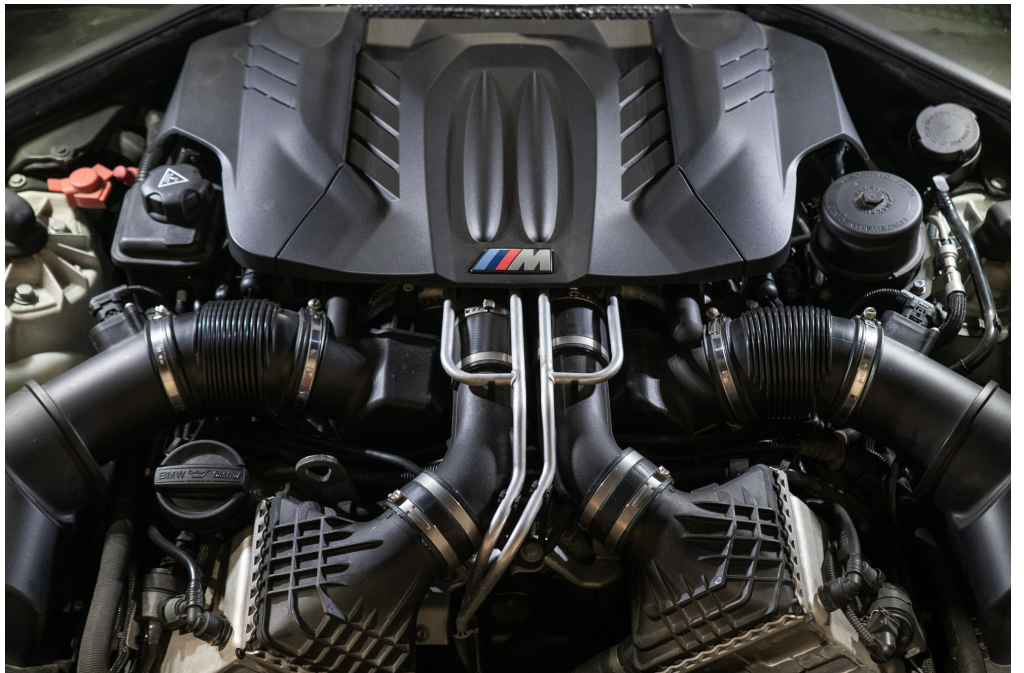
## STEP 15

ROUTE O2 SENSORS BACK INTO FACTORY CLIPS AND PLUG THEM BACK IN. CLIP DME'S BACK ONTO BRACKET AND RE-INSTALL GROUND STRAPS.



## STEP 16

RE-INSTALL THE AIRBOX, THE COOLANT RESERVOIR, AND THE ENGINE COVER.



## STEP 17

RE-INSTALL BELLY PANS AND  
SUBFRAME BRACE.



## STEP 18

YOU ARE NOW READY TO  
RIP.

ENJOY YOUR HORSEPOWER