

# C5 Exhaust Installation



1997 & Newer C5 Corvette (Including Z06)

## TOOLS NEEDED:

- 10mm deepwell socket or wrench
- 13mm socket
- 15mm socket
- 18mm socket
- 15mm wrench
- 9/16" socket
- 1/2" drive ratchet
- 6" extension
- Torque wrench

## TORQUE SETTINGS:

- Intermediate Exhaust pipe-to-rear
- Intermediate Exhaust-37 Ft.Lb.
- Rear Exhaust Hanger Nut-12Ft.Lb.
- Upper Rear Stabilizer Bar-50 Ft.Lb.
- Lower Rear Stabilizer Bar-70 Ft.Lb.
- TORCA Exhaust Band Clamps-45 Ft.Lb.

## SYSTEM CONTENTS:

- (2) Mufflers w/ integral exhaust pipes & tips
- (2) Over-the-axle pipes
- (4) TORCA muffler clamps
- (2) Flange gaskets
- Anti-seize lubricant



Classic Tips



Pro-Series 3.5 Tips



GTR Specter Werkes Tips



Tigershark Tips



**All Torca clamps should be tightened using a properly calibrated Torque Wrench. Using an air impact gun will damage the clamp and reduce its ability to effectively seal the joint. It may also cause the joint to separate thereby causing damage to your exhaust system and your vehicle.**

## C A U T I O N

Prior to installation, be sure your vehicle is parked on a level surface, and the exhaust system is cool. For safety purposes and ease of installation, we urge you to take your vehicle to a qualified service center or muffler installer that employs the use of a lift.

1. Your C5 must be raised high enough to remove the one-piece stock mufflers and Over-axle Pipes.

**(For safety purposes, ease of installation and to avoid the need of cutting the factory Over-Axle connecting pipes, we urge you to take your C5 to a qualified service center or muffler installer that employs the use of a lift.)**

2. Using an 18mm socket, remove the four bolts securing the rear sway bar to the chassis and let the sway bar drop down out of the way **(See Fig. A)**.

3. Unbolt each of the Over-Axle Pipes at the front flange using a 15mm socket where they bolt to the H-pipe. Unbolt Rear Muffler hangers using a 13mm socket with extension from frame and remove. **Do not unbolt or remove the catalytic converters or H-pipe (See Fig. B)**.

4. Carefully remove each stock muffler by pulling muffler hanger from rubber hanger mount. To facilitate removal you can remove rubber hanger mount and bolts. **(Owners of 2000 and newer models will need to remove 4 bolts and 2 heat shields, 1 each side, in order to remove stock mufflers, Automatic Transmissions only) See Fig. C.**

5. Install the adjustable CORSA Over-Axle Pipes **(See Fig. D)**, one at a time, making sure to use the new gaskets and hardware provided, and tighten bolts **(See Fig. E)**. Be sure to sand or scrape any residue from flanges to ensure proper seating. **(See Fig. F)**.

6. Reinstall the 2 heat shields and 4 bolts for each **(1999 and newer models, automatic transmission only)**.

7. Reinstall Rear Muffler rubber hanger mounts frame and tighten bolts to factory specifications.

8. Install the new CORSA mufflers, one at a time and tighten Over-Axle Pipe to muffler inlet TORCA clamps.

**INSTALLATION NOTE:** Be sure to apply the anti-seize lubricant that has been provided to all bolts, fasteners and clamps. A pouch with anti-seize lubricant is included with the hardware kit. Apply the supplied anti-seize lubricant to the threads **ONLY** (See Fig. G) of all TORCA band clamps. Failure to follow this procedure can cause the nuts to seize on clamps and potentially damage threads. **WARNING:** Be sure to thoroughly clean hands after use. Anti-seize lubricant will tarnish stainless steel parts.

Lightly tighten the TORCA muffler clamps to the Over-Axle Elbow Pipes and check alignment of tips from rear end of car. Use a straightedge to verify that the exhaust tips are parallel. Adjust as necessary, then tighten TORCA clamps.

**TORCA Clamp Torque Setting: 45 ft.-lbs.**



FIG. A



FIG. B



FIG. C

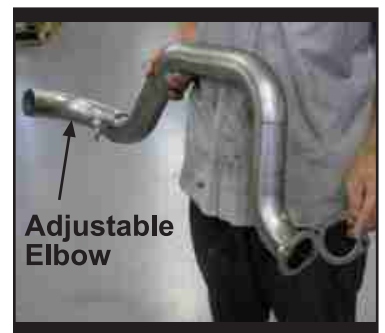


FIG. D



FIG. E

**NOTE:** Adjustable Over-Axle Pipes are pre-set at the factory. However, if needed, they can be adjusted by loosening the clamp on the adjustable Over-Axle Pipe (elbow) and align to fit (See Fig. H).

9. Reinstall the sway bar with 18mm socket and tighten to factory specifications. Take care not to cross thread bolts (See Figs. I & J).
10. Once installation is complete, start engine and check that there are no leaks or rattles.
11. It is **MANDATORY** that all clamps and fasteners be checked and re-tightened (if necessary) after a road test. Make sure the system has cooled prior to touching any exhaust components.



FIG. F



FIG. G



FIG. J



FIG. I



FIG. H

**NOTE:** During cold weather start-ups, you may experience an exhaust sound that is deeper and louder in tone than usual. This is temporary and will diminish to normal levels once your engine has reached its normal operating temperature.

**NOTE:** Immediately following the installation of your CORSA exhaust system, you may experience a trace of smoke after initial start-up. DO NOT be alarmed. The smoke is caused by the burning of a small amount of forming oil residue used in the manufacturing process.

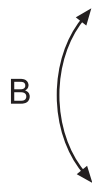
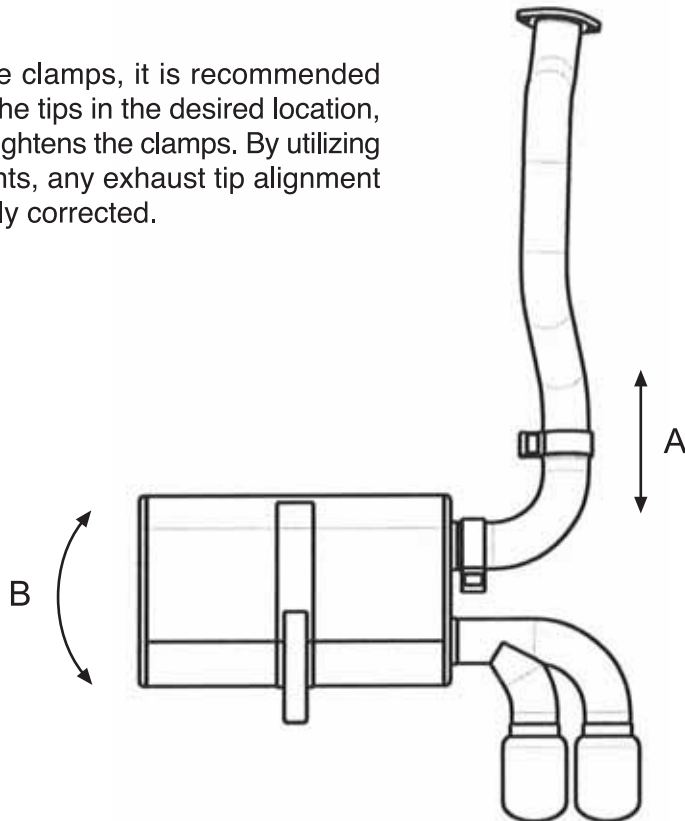
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## CORSA Performance Exhaust System Adjustment Section:

After a system is initially installed, if the exhaust tips do not line up, loosen the clamp joints on the side of the exhaust system which is not lining up as desired. There are three different adjustments possible when installing the CORSA Performance Exhaust System for the C5 Corvette:

1. **If the tips do not protrude out the same distance from the back bumper of the car.** A linear adjustment of up to 1/2" can be made at the adjustable elbow joint (**see Fig. A**). By sliding the elbow on or off the axle pipe, the correct fit can be achieved.
2. **If the mufflers are not running parallel with one another, or the tips are not pointing straight out of the car.** With the clamps loose, push the muffler, rotating it around the tongue hanger (**see Fig. B**), into the desired location and then retighten the clamps.
3. **If one muffler is hanging lower than the other.** By pushing up on the lower muffler (**see Fig. C**), while the clamps are loose, the correct orientation should be achieved. The mufflers are designed to be visible (about 1 inch of muffler) when looking from the side of the car.

When retightening the clamps, it is recommended that one person hold the tips in the desired location, while another person tightens the clamps. By utilizing these three adjustments, any exhaust tip alignment issues should be easily corrected.



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