

This page for Removal of **2008** Model Year  
Stock Cat-Back Exhaust System Only.

If your Viper is **NOT a 2008**, please continue to page 2.

**Recommended Tools:** Safety Glasses, 13mm socket or wrench, 15mm socket

- 1) Using a 15mm socket, loosen the nuts on the clamps just in front of the factory mufflers. The nuts are located on the top side of the driver side muffler and on the bottom side of the passenger side muffler. **See Figs A & B**
- 2) Loosen the 13mm bolts that support the rear wire hangers at the rear of the muffler assemblies. This will make it easier to slide the muffler assembly off the factory catalytic converters. **See Fig C**
- 3) Slide the driver and passenger mufflers back off the factory catalytic converter. **See Figs D & E.** This completes the removal of the stock system for 2008 model years and newer. Continue to page 4 for install.



Fig. A



Fig. B



Fig. C



Fig. D



Fig. E



Fig. F



Fig. G

## PN 14176 Stock Removal and CORSA Installation (See Page 5 for PN 14174)

Please confirm that all parts are present before beginning the factory exhaust system removal and CORSA exhaust system installation.

### Recommended Tools:

1. 10 mm open end wrench
2. 10 mm deep socket
3. 13mm Socket
4. 15 mm socket
5. Phillips head screw driver
6. Ratchet
7. 6" extension
8. T-40 Torx socket
9. WD 40
10. Torque Wrench

Please take time to read and understand these installation instructions.

CORSA recommends that installation of this system be performed by a qualified service center or professional muffler installer who has the necessary equipment, tools and experienced personnel. However, if you decide to perform this install, the use of a hoist and an additional person will be required.

**CAUTION:** Never work on a hot exhaust system. Allow time for the vehicle to cool. Always wear eye protection when working under a vehicle.

### System Contents:

- (1) Driver Side Muffler
- (1) Passenger Side Muffler
- (2) 2-1/2 inch TORCA Clamps
- (2) 1/2 inch Nylock Nuts
- (2) 1/2 inch Washers



### 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 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. **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.**

## Stock Removal:

1. Follow the instructions below to remove the factory side sill covers. There is a total of (10) Phillips screws, (7) 10 mm bolts and (2) 10 mm nuts securing each sill cover.
  - A. Remove the (3) Phillips head screws located in the front wheel well (See Fig. A). Turn front tire in if necessary for clearance.
  - B. Open door and remove (5) Phillips head screws in door jam area (See Fig. B). Do not overlook the screw located in the far front corner of the door jam (See Fig. C).
  - C. Remove the (2) Phillips head screws located at the rear of the sill cover (See Fig. D).



FIG. A



FIG. B



FIG. C



FIG. D

1. Continued:

- D. Loosen the (2) 10 mm nuts located behind the sill cover at front upper corner of the cover **(See Fig. E)**. These nuts are hidden in the upper corner of the sill cover and can be removed in two ways: Using a 10 mm open end wrench, reach in through the top louver of the sill cover **(See Fig. F)** and loosen each nut. A second method would be to remove the bolts securing the front inner fender panel and move it out of the way to get at the (2) 10 mm nuts.
- E. Remove the (7) 10 mm bolts located on the bottom of the sill covers **(See Fig. G)**. Remove sill cover from vehicle.
- F. Follow steps A through E to remove the remaining sill cover.

- 2. Remove the (4) screws holding the crossover pipe heat shield to the skid plate **(See Fig. H)**. Slide the heat shield out from the rear of the opening in the skid plate **(See Fig. I)**.
- 3. Remove fasteners holding skid plate in place and remove from vehicle **(See Fig. J)**. To avoid injury, support skid plate before removing the last several bolts.
- 4. Use the 15 mm socket to loosen the muffler clamps on the factory crossover pipe **(See Fig. K)**.
- 5. Use the 15 mm socket to loosen the clamp at the rear of each factory muffler **(See Fig. L)**.
- 6. Remove the bolts supporting the factory rear muffler hangers on each side of the vehicle using a 13 mm socket **(See Fig. M)**.



FIG. E



FIG. F



FIG. G



FIG. H



FIG. I



FIG. J



FIG. K

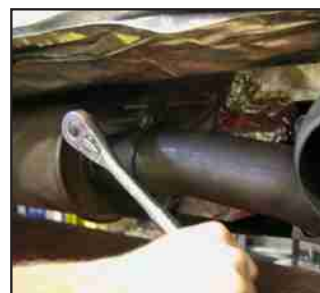


FIG. L



FIG. M

7. Remove tailpipe assembly from the rear of each muffler (See Fig. N).
8. Remove each tailpipe assembly from the factory crossover pipe (See Fig. O).
9. Pull the tailpipes out of the vehicle and remove the factory hangers. These will be used to install the new system.
10. Remove the factory crossover pipe in place under the vehicle (See Fig. P).
11. Reinstall the factory tailpipe hangers onto each side of the vehicle (See Fig. Q). Do not tighten bolts at this time.
12. Use a 15 mm socket to loosen the clamp on the front of the factory side mufflers (See Fig. R). Remove factory side mufflers from each side of vehicle.



FIG. N



FIG. O



FIG. P

### CORSA Installation:

13. Slide one of the supplied 2-1/2" TORCA clamps over the inlet side of the CORSA side muffler (See Fig. S). Slide the muffler onto the catalytic converter and snug up the clamp (See Fig. T). Do not tighten at this time.

NOTE: On 2.5-inch inlet systems the driver side muffler has a locator notch at the top of the inlet and the passenger side muffler has a locator notch at the bottom of the inlet. This notch is to help the installer rough in the tip alignment.

14. Place the washer over the threaded hanger and snug up the supplied Nylock nut to the factory hanger support (See Fig. U).



FIG. Q

15. Position each tip assembly so that the top of the tip is 3-3/4" below the bottom lip of the rear quarter panel (See Fig. V). Tighten the top bolt on the factory rubber insulator to hold the tip in position. This will give you a starting point for the correct tip alignment.



FIG. R



FIG. S



FIG. T

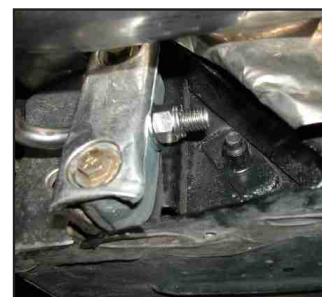


FIG. U

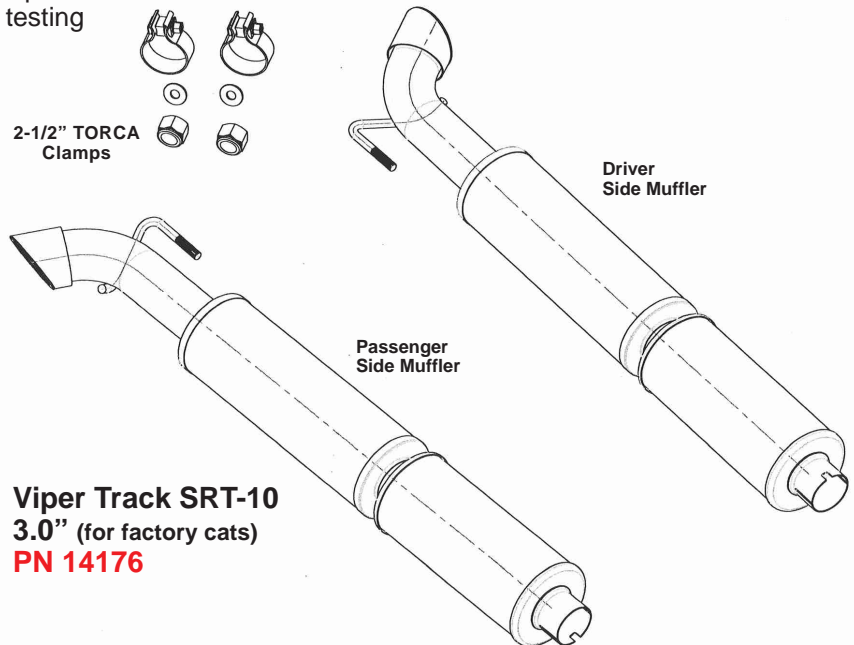


FIG. V

16. Slip the driver side sill cover into place temporarily. Do not install fasteners at this time.
17. Check alignment of exhaust tips in the opening of sill covers. Remove sill cover and adjust tailpipe assembly and factory rubber insulator to correct any misalignment of tips in the opening. This procedure may need to be repeated to get tips positioned correctly. Final tip alignment should have the tips favoring the front of the sill opening (**See Fig. W & X**).
18. Repeat steps 13 thru 17 to align passenger side tip.
19. When you are satisfied with the alignment of both tips, remove the side sill covers one last time and tighten the top and bottom bolts of both factory rubber insulators.
20. Now tighten each clamp with a 15 mm wrench or socket making sure that they are aligned as shown in the box on page one of this instruction sheet, entitled "TORCA CLAMP". **Torque setting: 45 ft.-lbs.**
21. It is recommended that the inlet pipe of the muffler be welded to the converter exit pipe at this time to ensure a more robust connection. Welding your system to the converter pipe will not void your warranty (**See Fig. Y**).
22. Reverse the procedures in step "1" of this instruction sheet to reinstall the side sill covers on both sides of the vehicle.
23. It is **STRONGLY RECOMMENDED** that all clamps be checked and tightened if necessary after road testing the vehicle and only after system has cooled.

**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.



**FIG. W**



**FIG. X**

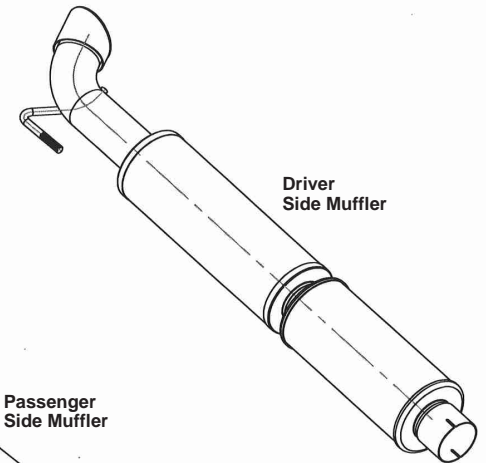
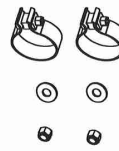


**FIG. Y**

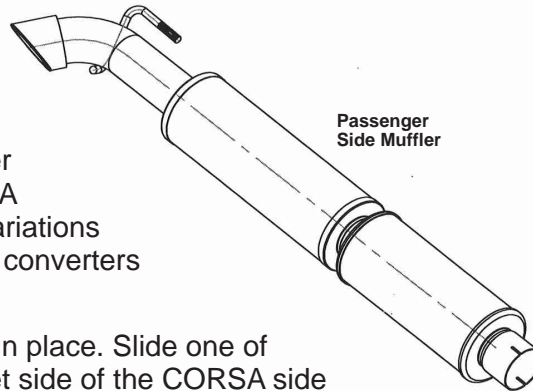
**Viper Track 3.0" w/ 3" Inlet (for hi-flow cats)  
 PN 14174 Stock Removal  
 and CORSA Installation:**

**System Contents: (1) Driver Side Muffler • (1) Passenger Side Muffler • (2) 3-inch TORCA Clamps (2) 1/2-inch Nylock Nuts • (2) 1/2-inch washers**

3" TORCA Clamps



Driver Side Muffler



Passenger Side Muffler

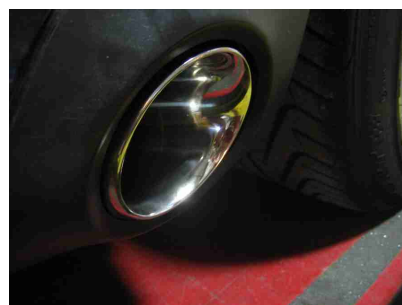
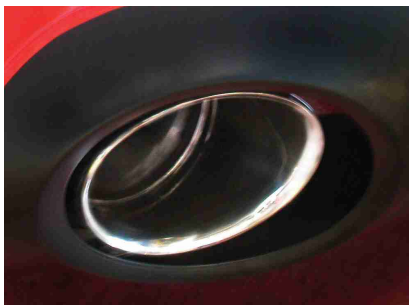
- 1) Follow the instructions for the 2.5" Inlet system from steps **1 through 12 on page 2**. These steps explain the removal of the factory system.
- 2) When replacing the factory catalytic converters with high flow converters, the installer is responsible for fit and alignment of the CORSA muffler assembly. CORSA cannot account for variations in the lengths of the many aftermarket high flow converters available for the SRT-10.
- 3) This step assumes that the new converters are in place. Slide one of the supplied 3-inch TORCA clamps over the inlet side of the CORSA side muffler. Slide the muffler onto the outlet of the catalytic converter and snug up the clamp. Do not tighten at this time.
- 4) Follow the instructions on **page 4, step 14** of the instruction sheets to complete the installation of the CORSA muffler system.

**NOTE:**

Tip placement is critical to ensure that the HOT Exhaust gasses do not damage the sill / body panel. Due to potential variability in the vehicle manufacturing process, it may be necessary to adjust / shim the factory hanger support to achieve a "flush" fit by appearance. (Use of racing fuel, which voids the CORSA Performance Warranty, may cause damage from the additional heat associated with this type of fuel regardless of tip position.)

**EXAMPLES OF PROPER TIP PLACEMENT:**

When looking down the side of the vehicle, the tip edge (face) should be flush/even with the exhaust opening in the sill, as illustrated in the two photos below.



Tip favors the front / leading edge of the exhaust opening in the sill. This is because the exhaust system may expand in length with high heat conditions.