

Please take time to read and understand these installation instructions.

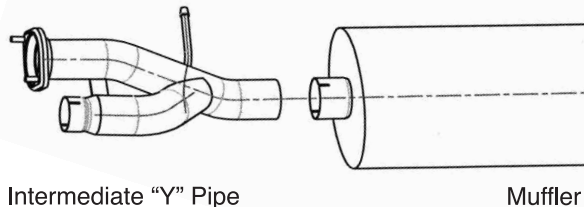
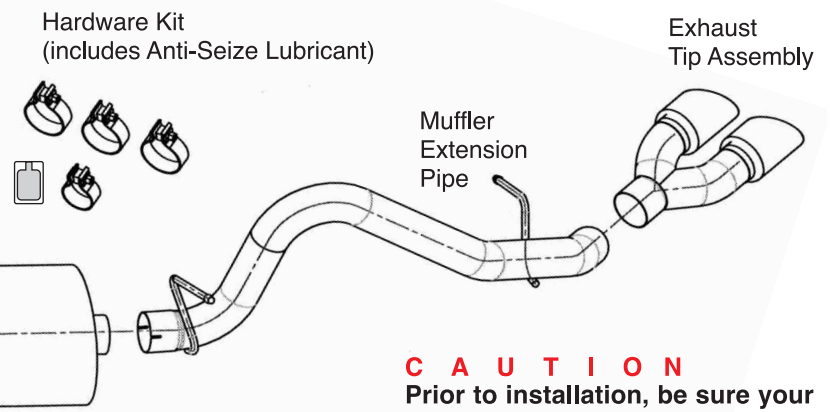
CORSA recommends that installation of this system be performed by a qualified service center or professional muffler installer who has the necessary equipment, tools and experienced personnel. However, if you decide to perform this install, the use of a hoist and an additional person will be required.

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

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

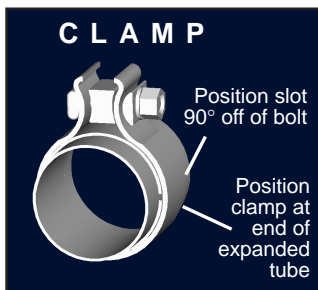
Recommended Tools:

- Safety Glasses
- Torque Wrench
- Soapy Water
- 15mm Wrench or Deep Socket
- Saw or Chain-Style Pipe Cutter



CAUTION

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.



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.



NOTE: IMPORTANT-Make sure that the small drain or weep hole in muffler faces down when muffler is installed.

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.

NOTE: For all 6.0L vehicles, cutting the outside or "flanged" Intermediate Pipe (from the passenger side catalytic converter) and Tailpipe is required to remove factory muffler from vehicle.

Measure 4-1/2" from the front of the muffler towards the flange and make your mark (See Fig. AA). NOTE: Recheck your measurement and be sure to support muffler to prevent injury.

Using a saw or chain-style pipe cutter, cut the pipe at the 4-1/2" mark (See Fig. BB). Locate the Tailpipe Hanger (See Fig. CC) and measure 7" towards the axle and make your mark. NOTE: Recheck your measurement. Using a saw or chain-style pipe cutter, cut the Tailpipe at the 7" mark (See Fig. DD).



FIG. AA



FIG. BB



FIG. CC

Tailpipe Hanger

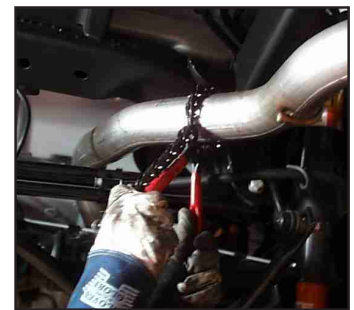


FIG. DD

1) Unbolt intermediate-to-header pipe flange using 15mm socket (**See Fig. A**) and remove both bolts. Be sure to support muffler to prevent injury. Use lubricant to loosen bolts if necessary, and keep bolts as they will be needed for the final installation.



FIG. A

2) Next, remove hanger from rubber insulator located just in front of the muffler (near muffler inlet) (**See Fig. B**). It may be easier to remove rubber insulator from frame hanger, first. Be sure to keep the rubber insulator.



FIG. B

Note: Using a soapy solution on the grommet hole will make the job easier.

3) Remove Muffler Extension Pipe and Tailpipe hangers from rubber insulators (**See Fig. C**). Be sure to keep the rubber insulators. Now muffler can be removed (**See Fig. D**).



FIG. C



FIG. D

4) Locate Intermediate Pipe and slide a clamp over the expanded or "slotted" end (**See Fig. E**). Position Intermediate Pipe as shown in **Fig. F** and snug-fit flange bolts and clamp (**See Fig. G**). Be sure to insert Intermediate Pipe hanger into rubber insulator (**See Fig. H**).

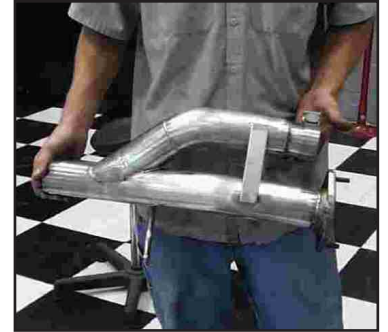


FIG. E

5) Next, slide a clamp over muffler inlet (expanded or "slotted" side) and slide Intermediate Pipe into muffler and snug-fit the clamp (**See Fig. I**). Do not tighten clamp at this time.



FIG. F

6) Locate the Muffler Extension Pipe (**See Fig. J**) and slide a clamp over end closest to the pipe hanger (expanded end of pipe). Next, position the other end over the axle (**See Fig. K**). Slide expanded end over Muffler outlet (**See Fig. L**). Now snug-fit the clamp but do not tighten clamp at this time.



FIG. G



FIG. H



FIG. I



FIG. J

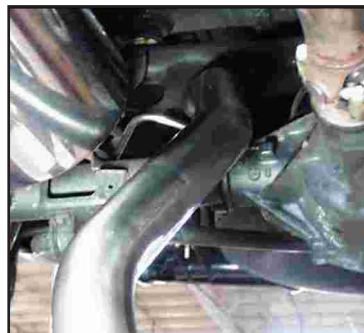


FIG. K



FIG. L

- 7) Insert Muffler Extension Pipe hanger into rubber insulator near muffler (See Fig. M) and at the rear of the vehicle (See Fig. N).

NOTE: It may be easier to insert hanger into rubber insulator before sliding pipe over Muffler outlet.

- 8) Starting with the Intermediate-to-Header, tighten flange bolts, then all clamps as described in Fig. O. **Clamp Torque setting: 45 ft.-lbs.**

IMPORTANT NOTE: When tightening flange bolts, alternately tighten each bolt so the spacing is even all the way around the flange connection. Uneven tightening may result in an exhaust leak.

- 9) Locate Exhaust Tip Assembly and slide a clamp over inlet side. Slide over Muffler Extension Pipe and snug-fit the clamp. Do not tighten clamp at this time (See Fig P). The clamp bolt/nut position should be facing up (See Fig Q).

- 10) Check alignment of tips first using a level (See Fig. R) and be sure to allow a one-inch gap between the top of the Tip Assembly and the body panel. Make necessary adjustments, including fore and aft, and rotate clamps so bolt and nut are on the top, then tighten clamp (See Fig. S).

- 11) It is strongly suggested that all clamps be checked and tightened if necessary after road testing the vehicle and after system has cooled.

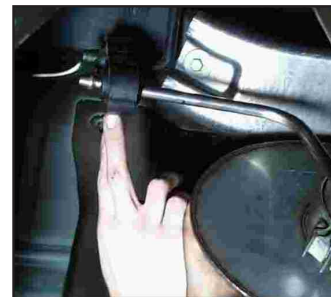


FIG. M

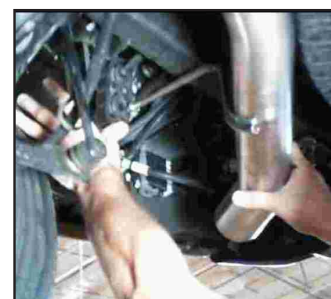


FIG. N

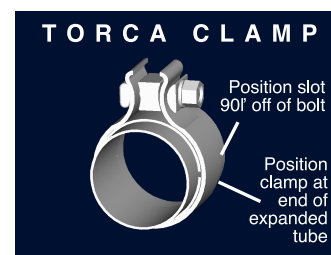


FIG. O



FIG. P



FIG. Q



FIG. R



FIG. S

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.