

**Please take time to read and understand these installation instructions.**

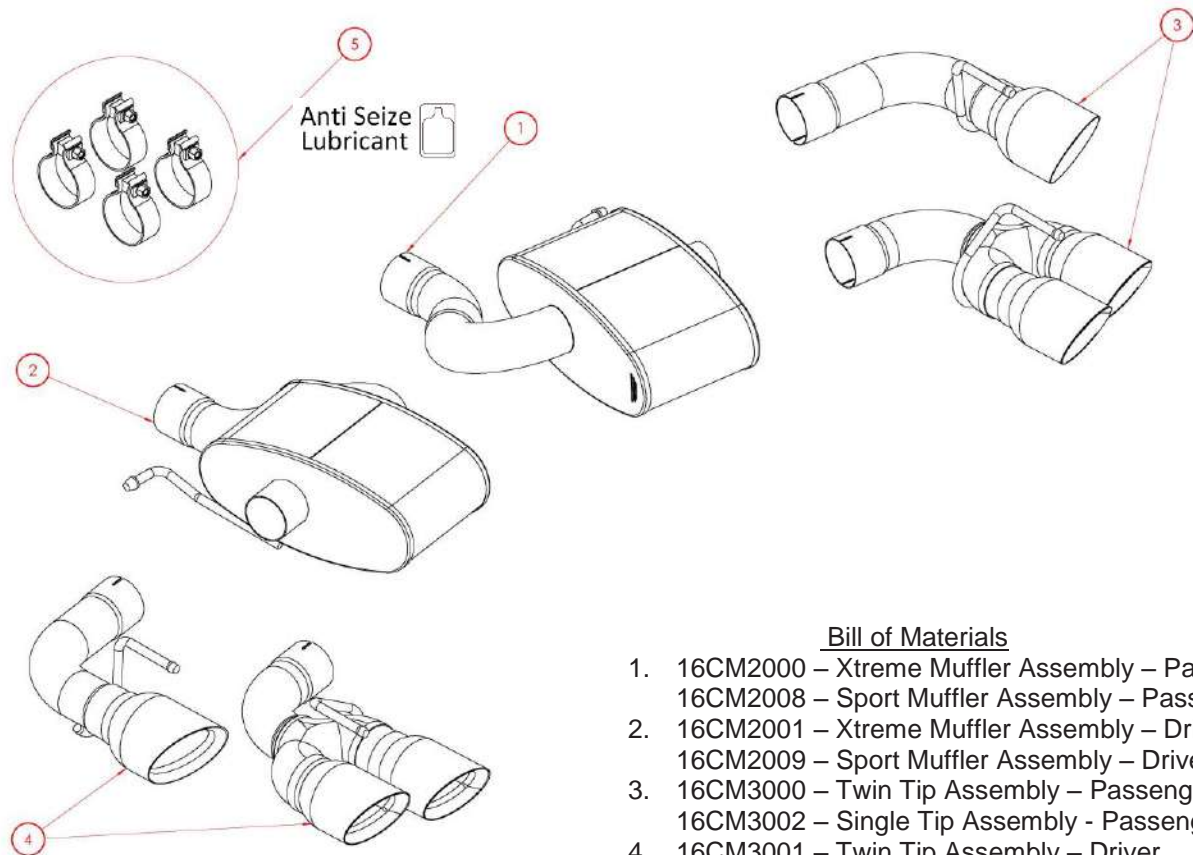
CORSA recommends that the installation of this system be performed by a qualified service center or professional muffler installer who has the necessary equipment, tools and experienced personnel. However, if you decide to perform this install, the use of a hoist and an additional person will be required.

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

## Recommended Tools:

- 3/8" drive ratchet
- 3/8" drive torque wrench
- 3/8" drive 15mm deep socket
- Tape measure & Marker
- Saw or chain-style pipe cutter
- File or sanding device for de-burring
- Grommet pullers
- Soap and water solution
- Torque Wrench
- Safety glasses

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



### Bill of Materials

1. 16CM2000 – Xtreme Muffler Assembly – Passenger  
16CM2008 – Sport Muffler Assembly – Passenger
2. 16CM2001 – Xtreme Muffler Assembly – Driver  
16CM2009 – Sport Muffler Assembly – Driver
3. 16CM3000 – Twin Tip Assembly – Passenger  
16CM3002 – Single Tip Assembly - Passenger
4. 16CM3001 – Twin Tip Assembly – Driver  
16CM3003 – Single Tip Assembly - Driver
5. 16CM7005 – Hardware Kit

## Factory Exhaust System Removal:

**NOTE:** The forward section of the stock exhaust will be reused when installing the CORSA system.

**NOTE:** If your vehicle is NOT equipped with the factory optional NPP quad exit exhaust, start with step 2.

1. Disconnect the driver and passenger rear NPP (non-AFM) valve plugs located near each of the outer stock exhaust tips. **(Fig. A)**
2. Starting on the passenger side, measure 8 ¾" away from the underside of the pipe connection to the rear muffler case, following the underside profile of the exhaust pipe. The tape measure should follow the bend profile of the pipe. Scribe the pipe with a marker at the measured point to create a cut line. **(Fig. B)** Repeat this measurement on the driver side pipe. Using a chain cutter or similar device, cut both the driver and passenger side exhaust pipes at the marked locations. **(Fig. C)** Support the stock rear muffler at this time using a jack stand or similar device.
3. Using a 3/8" drive ratchet and 15mm socket, remove the two mounting nuts on each side (4 total) that hold the driver and passenger side hanger rear grommet assemblies to the chassis. **(Fig. D)** Next, remove the two front hangers on each side from the factory grommets using a grommet puller or similar device. **(Fig. E)** Push up slightly on the exhaust, and then slide the stock rear muffler rearward to free the rear grommet assemblies from their mounting on the chassis. This will free the rear muffler from the vehicle. **(Fig. F)** Place the nuts in a safe location, as they will be reused during the installation of the Corsa axle back exhaust system.

**NOTE:** The use of a soap and water solution may aid in the removal of the hanger grommets.

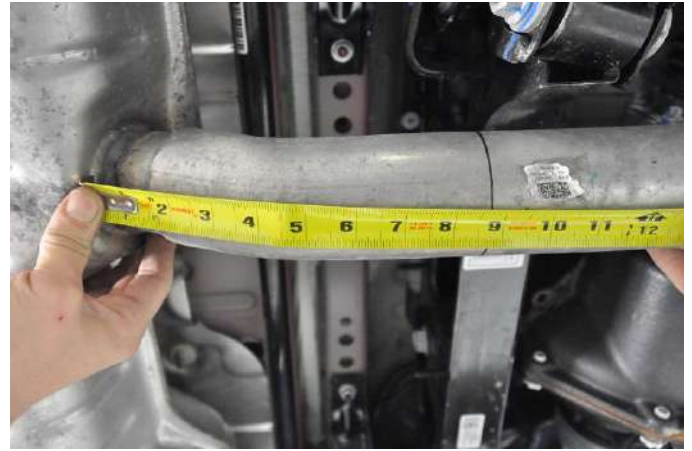
4. Remove both the driver and passenger side hanger grommet assemblies from the rear mufflers using grommet pullers or a similar device. **(Fig. G)** Note the orientation of each grommet assembly when in the proper position. Set the hanger grommet assemblies aside, in a safe location, as they will be re-used for the installation of the Corsa axle back exhaust system.
5. **IMPORTANT:** Carefully and thoroughly de-burr both of the stock tunnel section outlet pipes from any burrs and sharp edges. **(Fig H & J)** This is important, as any burrs will prevent the rear muffler inlet pipes from sliding over the stock exhaust pipes. This concludes the factory exhaust system removal.

REMOVAL PICTURES ON NEXT PAGE 

**Factory Exhaust System Removal Pictures:**



**Fig. A**



**Fig. B**



**Fig. C**



**Fig. D**



**Fig. E**



**Fig. F**

**Factory Exhaust System Removal Pictures:**



**Fig. G**



**Fig. H**

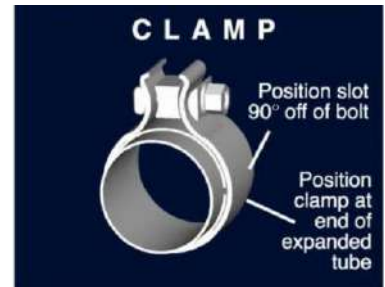


**Fig. J**

## Installation of CORSA Exhaust System:

**NOTE:** Apply the anti-seize lubricant (supplied) to the threads **ONLY** of all the clamps and flange bolts. Failure to follow this procedure can cause nuts to seize on clamps and potentially destroy threads. After applying anti-seize lubricant, be sure to thoroughly clean your hands, as lubricant will tarnish stainless steel. All 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 to your vehicle.

**NOTE:** Align all clamps so that the center of the clamp bolt is 90 degrees from the notch in the pipe. (See Fig. CLAMP)



1. Remove all exhaust system components from the shipping boxes, including clamps and hardware.

**NOTE:** If your vehicle is **NOT** equipped with the factory optional NPP quad exit exhaust, skip step 2 and proceed to step 3.

2. Wrap both of the plug connections for the two rear NPP (non-AFM) valves with electrical tape to protect them from contamination, then tuck them up into the chassis. They will no longer be needed. Secure with a zip tie or equivalent. (Fig. K & L)
3. Locate two 2.75" clamps and both rear mufflers. Install each of the clamps on the muffler inlet pipes so that the bolt is vertical with the nut towards the ground and the bolt is towards the inside of the vehicle. (Fig. M) Slide one of the muffler inlet pipes over the stock exhaust pipe, then slide the muffler hanger into the front hanger grommet located just behind the rear suspension on the vehicle. (Fig. N & O) Snugly tighten the clamp connecting the muffler inlet pipe onto the stock exhaust pipe using the ratchet and 15mm deep socket, leaving it loose enough for further adjustment. (Fig. P) Repeat for the opposite side rear muffler.

**NOTE:** The use of a soap and water solution may aid in the installation of hanger grommets.

4. Locate both hanger grommet assemblies removed during step #4 of the stock exhaust removal process, along with the two tip assemblies, two 2.75" clamps, and the four 15mm nuts removed during step #3 of the stock exhaust removal process. Install the hanger grommet assemblies onto both tip assemblies in the same position as previously installed on the stock exhaust, and install each of the clamps on the tip inlet pipes so that the bolt is vertical with the nut towards the ground and the bolt is towards the front of the vehicle. (Fig. Q)

**NOTE:** The use of a soap and water solution may aid in the installation of hanger grommets.

**INSTALLATION INSTRUCTIONS CONTINUED ON NEXT PAGE** 

5. Slide one of the tip assemblies over the muffler outlet pipe, then install the hanger grommet assembly into the chassis, and secure with the two nuts using a 15mm socket and ratchet. **(Fig. R & S)** Rotate the tip assembly on the muffler outlet until the exhaust tips are centered in the cutout in the rear valence, then tighten the clamp using the ratchet and 15mm deep socket, until the tip assembly is snug on the muffler outlet pipe. **(Fig. T & U)** Torque the hanger grommet mounting nuts to factory specifications. Repeat this process for the opposite side tip assembly.
6. Adjust the system accordingly, including the rear muffler rotation and overlap onto the stock exhaust, along with the tip depth and rotation, so that the tips are centered in the bumper valence. **(Fig. V)** Check the position of all hangers to make sure they are properly seated within their corresponding grommets. Check clearances between the system components and chassis. At this time, tighten all clamps to 45ft-lbs using the torque wrench and 15mm socket.

**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 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.

**INSTALLATION PICTURES ON NEXT PAGE** 

**CORSA Installation Pictures**



**Fig. K**



**Fig. L**



**Fig. M**



**Fig. N**



**Fig. O**



**Fig. P**

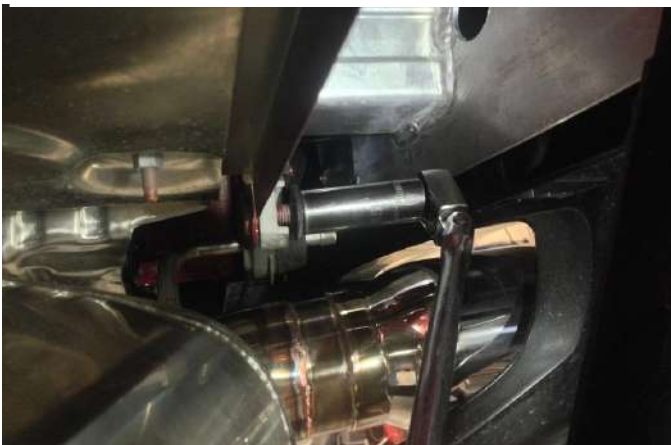
**CORSA Installation Pictures**



**Fig. Q**



**Fig. R**



**Fig. S**



**Fig. T**



**Fig. U**



**Fig. V**