

# SIXTH GEN CAMARO SS 2017+ CAMARO ZL1

**CORSA**<sup>®</sup>  
PERFORMANCE



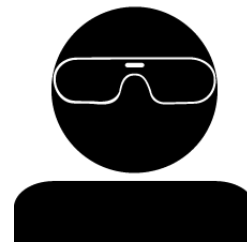
## IMPORTANT! WARRANTY AND INSTALLATION INSTRUCTIONS

*Please Forward All Information to Consumer*

Be sure to review the enclosed instructions prior to beginning the installation process.



**NEVER work on a hot exhaust system.**  
Allow time for the vehicle to cool.



Always wear eye protection  
when working under a vehicle.

### INTENDED FOR MANUAL TRANSMISSION ONLY!

*(Automatic vehicles are equipped with AFM valves. Deleting will cause CEL and other errors)*

### INSTALL DIFFICULTY

### RECOMMENDED TOOLS & SUPPLIES

- Ratchet with 15mm Deep Socket
- Torque Wrench Capable of 45ft-lbs (61Nm)
- Chain Style Pipe Cutter
- Penetrating Lubricant Spray
- Permanent Marker
- Exhaust Hanger Removal Pliers
- Ratchet with 13mm Socket
- 7/8" O2 Sensor Socket
- File (De-burring Cut Pipe)
- Tape Measure
- Soap & Water Solution

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

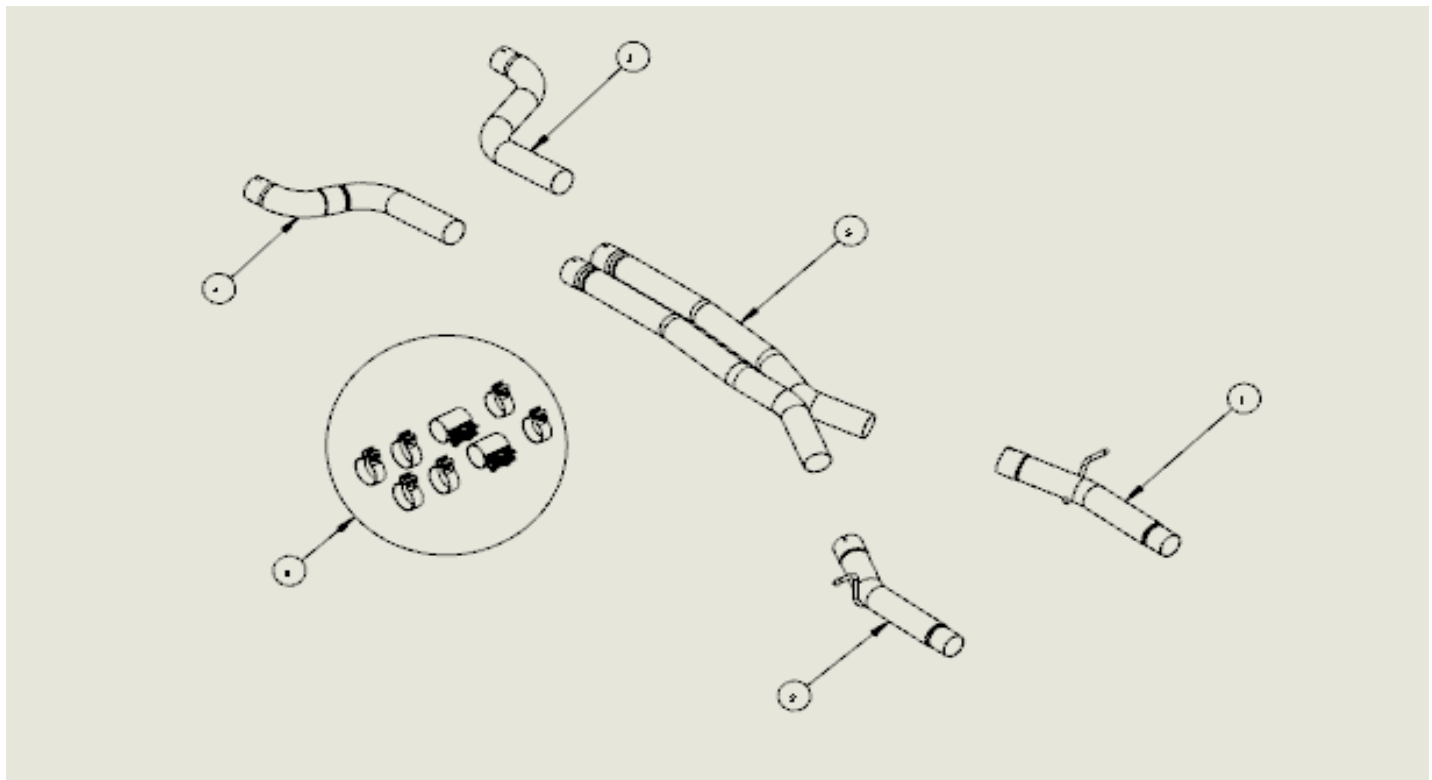
CORSA recommends that the installation of this system be performed by a qualified service center or professional installer who has the necessary equipment, tools, and experienced personnel. However, if you decide to perform this installation yourself, the use of an additional person may be required.

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

CORSA Performance makes no representation or warranty, expressed or implied that its exhaust products and or components there-in comply with federal, state or local emission levels, noise levels, or safety standards or that any of their parts conform with the racing vehicles exemption, unless otherwise noted. The purchaser assumes all responsibility for such use and compliance.

This warranty does not extend to damaged or defect in the finish of a product or to any product, that in the opinion of CORSA Performance, has been misused, damaged by accident or negligence, altered or modified in any way, faulty installation or installed contrary to CORSA installation instructions, or repaired by an unauthorized service facility.

**Please confirm that all parts are present according to the bill of materials before beginning the installation.**



### BILL OF MATERIALS

1. Passenger Axle Pipe (16CM4028)	2. Driver Axle Pipe (16CM4029)
3. Passenger Head Pipe (16CM4052)	4. Driver Head Pipe (16CM4053)
5. Cat Connect Single X-Pipe (16CM4058)	6. Hardware Kit (16CM7015)

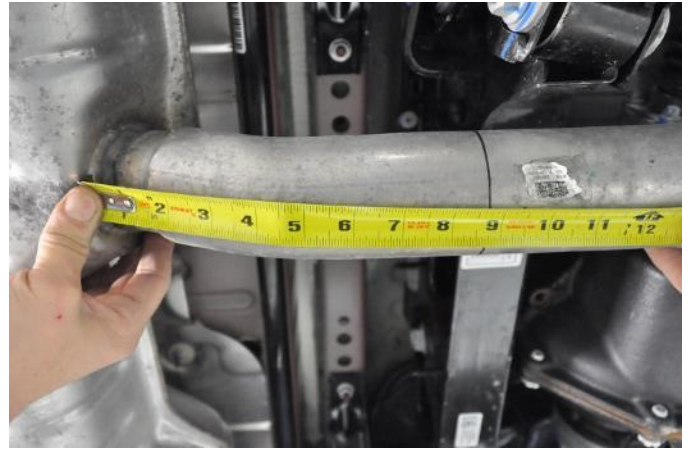
**CAUTION:** Never work on a hot exhaust system. Allow the vehicle to cool for at least an hour and a half. Always wear eye protection when working under a vehicle. It is recommended to use cotton gloves in order to protect stainless steel surfaces from permanent grease and oil stains.

## REMOVAL INSTRUCTIONS

## FACTORY EXHAUST



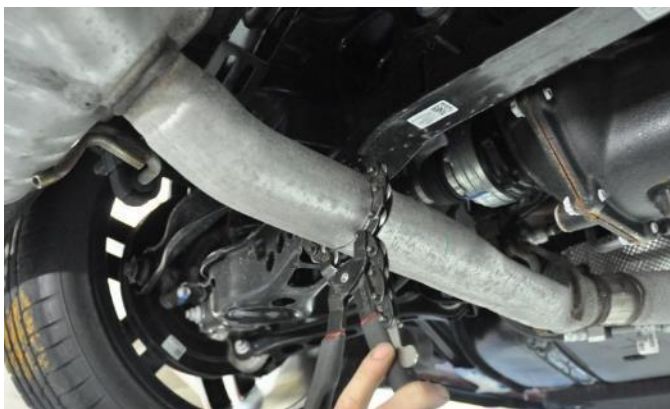
1. Remove the 5 bolts connecting the Cross Member with a 13mm socket (or wrench). Store the Bolts and Cross Member in a safe location. They will be reinstalled during installation.



2. Note: If you are installing a CORSA Axle Back kit, jump to Step 5.

Starting on the Passenger-side, measure 8  $\frac{3}{4}$ " from the underside of where the Pipe welds to the rear of the Factory Muffler case, following along the underside profile of the Factory exhaust pipe. The tape measure must follow the bend profile of the pipe. Mark the pipe at the measured point to create a cut line.

**Repeat this process and measurement for the Driver-side pipe.**



3. Using the Chain Style Pipe Cutter, cut both the Driver and Passenger Factory Exhaust pipes at the marked locations. The Factory Muffler will remain supported by the Muffler Grommets.



4. Support the Factory Crossover Pipe using a jack stand or similar device.

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## REMOVAL INSTRUCTIONS

## FACTORY EXHAUST



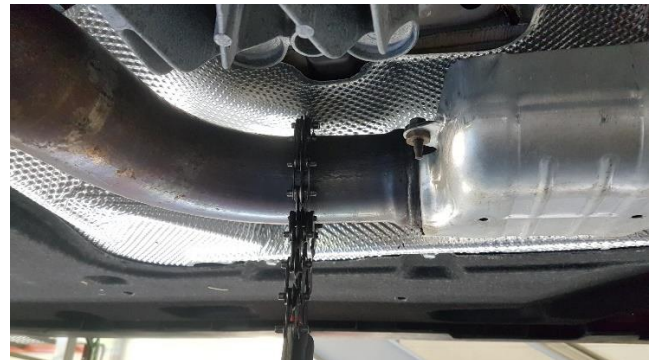
- 5.** Note: If you are installing a CORSA Axle Back kit, skip this step and refer to Steps 3 and 4 in the Removal section of the CORSA Axle Back instructions. Remove the two Hangers on the rear each side from the Factory Grommets using the Exhaust Hanger Removal Pliers or a similar device. Note: Careful not to damage the Grommets during removal. (Will be reused during installation)



- 6.** Starting on the Driver-side, measure  $2\frac{7}{8}$ " from the underside of where the Pipe welds to the factory secondary catalytic convertor, following along the underside profile of the Factory exhaust pipe. The tape measure must follow the bend profile of the pipe. Mark the pipe at the measured point to create a cut line.



- 7.** On the Passenger-side, measure  $4\frac{1}{8}$ " from the underside of where the Pipe welds to the factory secondary catalytic convertor, following along the underside profile of the Factory exhaust pipe. The tape measure must follow the bend profile of the pipe. Mark the pipe at the measured point to create a cut line.



- 8.** Using the Chain Style Pipe Cutter, cut both the Driver and Passenger Factory Exhaust pipes at the marked locations.



- 9.** The cut section of the factory exhaust should be free to drop down.

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## REMOVAL INSTRUCTIONS

FACTORY EXHAUST



- 10.** With assistance, put the cut section of the factory exhaust away

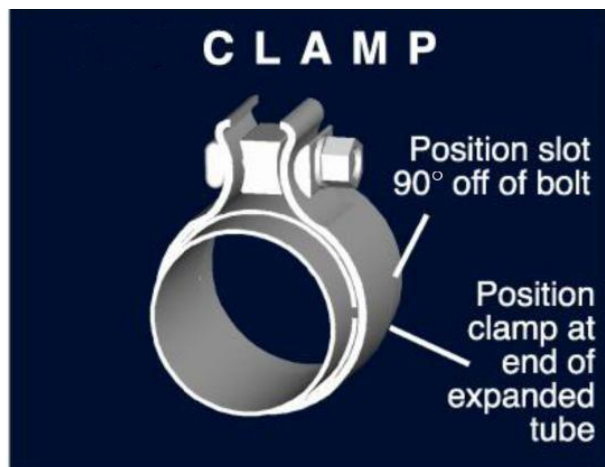
**Step 10** concludes the removal of the factory exhaust.

### WARNING! DO NOT SKIP THIS STEP!

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.

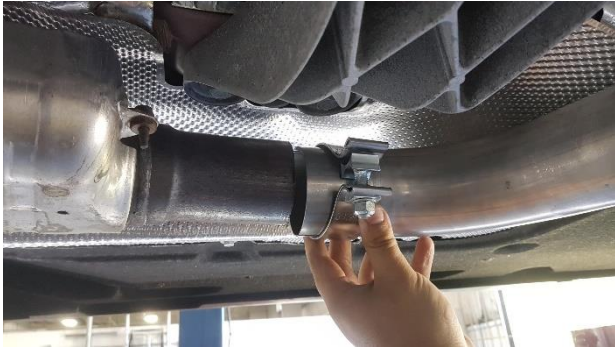
All clamps should be tightened using a properly calibrated Torque Wrench. Using an air impact gun will damage the clamp and reduce its ability to effectively seal the joint. It may also cause the joint to separate, thereby causing damage to your exhaust system and to your vehicle.



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

**INSTALLATION INSTRUCTIONS**

CORSA EXHAUST



- 1.** Locate new Passenger-side Head Pipe and slide it into the factory cut pipe with the clamp as shown.



- 2.** Snug the passenger side head pipe clamp to allow for minimal movement enough for adjustment.



- 3.** Locate new Driver-side Head Pipe and slide it into the factory cut pipe with the clamp as shown.



- 4.** Snug the driver side head pipe clamp to allow for minimal movement enough for adjustment.



- 5.** Position the Single X pipe into the two head pipe outlets as shown

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## INSTALLATION INSTRUCTIONS

CORSA EXHAUST



- 6.** Locate the Single X-Pipe and 2 Clamps. Slide a Clamp over each front leg of the X-Pipe so that the nuts on the Clamps will be located on the outside of the X-Pipe and face down, as shown in the next step. Slide the X-Pipe flared ends over the Drive and Passenger Head Pipe Adapters. The rear of the X-Pipe will need to be supported by a Jack Stand or similar until the Rear Adapters are installed.



- 7.** Snug the Clamp Nuts with a 15mm socket (or wrench), but do not tighten. Tightening now may hinder proper alignment of the entire system. These will be torqued later in the installation. Ensure the Clamp Nut and Stud are vertical while snugging.



- 8.** Locate the Driver-side Rear Adapter Pipe. Apply the soap and water mixture onto the Hanger Rod and into the hole in the Grommet. This will help them slide and ease Hanger installation. With the flared end of the Rear Adapter Pipe towards the engine, insert the Hanger Rod into the hole in the Grommet.

- 9.** Locate the remaining Clamps and the 2 Sleeve Clamps. Slide the Clamps onto the Single X-Pipe rear legs so the Clamp Nuts are located on the inside and down. Slide the Sleeve Clamp onto the remaining cut-off section of pipe on the Factory Muffler and locate the Clamp Nuts on the inside and down.



- 10.** Next, rotate the Rear Adapter Pipe and slide the flared end of the Rear Adapter over the rear leg of the Single X-pipe. Do not slide the Sleeve Clamps on at this time.

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**INSTALLATION INSTRUCTIONS**

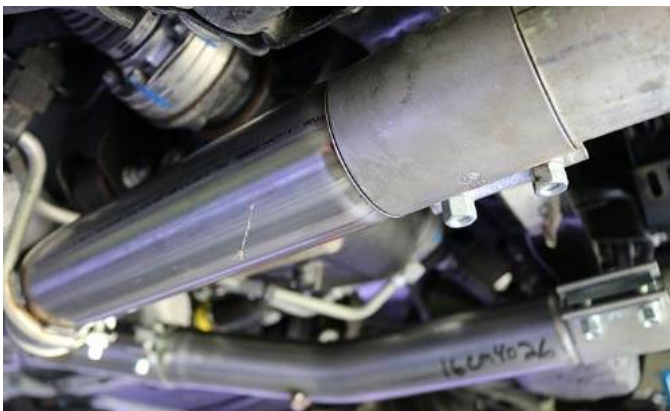
**CORSA EXHAUST**



**11.** Repeat Steps 22 and 24 for the Passenger-side Rear Adapters.



**12.** Snug the Clamp Nuts with a 15mm socket (or wrench), but do not tighten. Tightening now may hinder proper alignment of the entire system. These will be torqued later. Ensure the Clamp Nut and Stud are vertical while snugging.



**13.** Note: If you are installing a CORSA Axle Back kit, complete its installation before continuing. When the CORSA Axle Back kit is installed, resume this installation. Slide the Sleeve Clamps over the compressed end of the Rear Adapters.



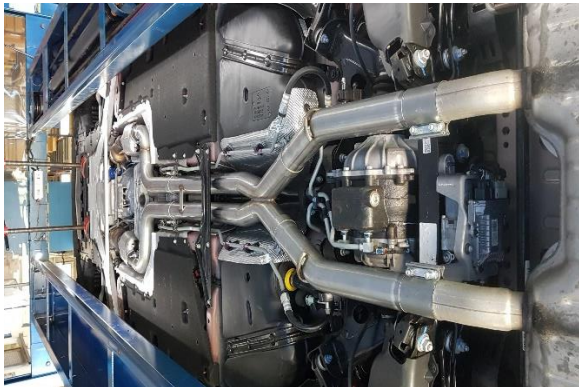
**14.** Snug the Clamp Nuts with a 15mm socket (or wrench), but do not tighten, it may hinder proper alignment of the entire system. These will be torqued later in the installation. Ensure the Clamp Nut and Stud are vertical while snugging.

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## INSTALLATION INSTRUCTIONS

## CORSA EXHAUST



- 15.** Now adjust the entire exhaust system. Ensure the adapter overlaps, the rear tip depth and rotation so that the tips are centered and aligned. 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.



- 16.** Once the entire exhaust system is properly adjusted, tighten all clamps to 45ft-lbs (61Nm) using the torque wrench and 15mm socket.



- 17.** Then reinstall the Cross Member with a 13mm socket (or wrench) and the 5 Factory bolts. Tighten all bolts to the manufacturer's specifications.

**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.

**NOTE:** It is strongly suggested that all clamps be checked and tightened after road testing the vehicle once the system has cooled.