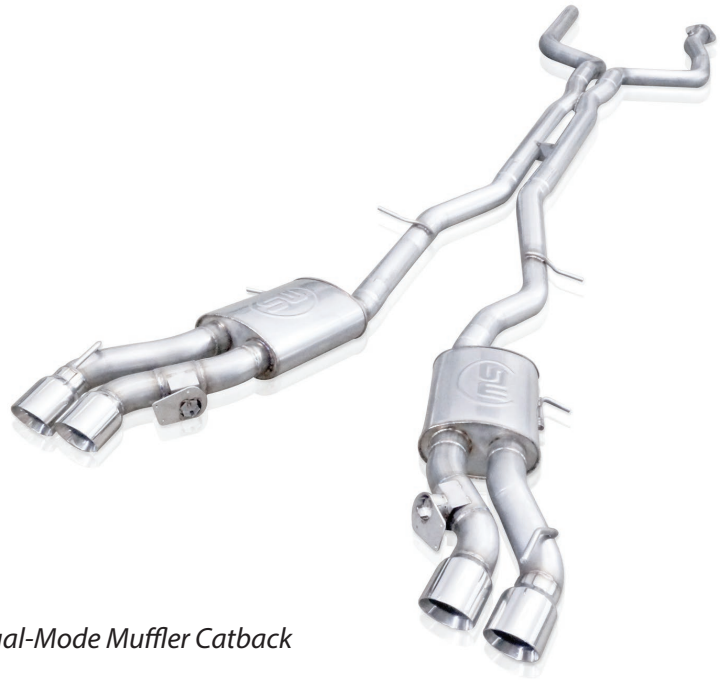
STAINLESS WORKS

2016 CADILLAC CTS-V

CATBACK INSTALLATION INSTRUCTIONS



Dual-Mode Muffler Catback

Thanks for purchasing a Stainless Works Catback Exhaust system for your 2016 Cadillac CTSV. We have gone to great lengths to make sure that our exhaust systems fit and sound great. Please follow these steps to ensure that your installation goes as planned.

1.

Stainless Works recommends the use of Hi-Temp RTV sensor safe silicon gasket maker as an option or in conjunction with the use of factory gaskets. The recommended Oxygen Sensor Safe RTV is either Valco All-in-One Aluminum or Permatex Copper P/N 101BR available at NAPA, Autozone and other retailers.

Detail 1

2.

Disconnect the battery before starting work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.

3.

Your exhaust system can be installed by a weekend warrior but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a level hard surface and jack stands are required for safety reasons.

4.

You will assemble the components together as specified below, but only snug the clamps as you move along from front to back. When placing the X-pipe into position, make certain that you push it fully forward and level it with the vehicle. After aligning all the components in the vehicle, you will tighten all the clamps working from front to back of the vehicle.

5.

When installing an axleback or catback bumper exit system, make certain that the hangers at the end of the exhaust have at least ¾" of clearance to the bumper. The exhaust will grow over ½" in length and can possibly damage the bumper. If the end of the hangers are too close to the bumper, then you must make sure that you have everything pushed forward onto the slip fit joints more fully, starting with the X-pipe.

6.

Unplug the electric motors on the valves in the muffler outlet inner tips.

7.

Remove the passenger side rear O2 sensor.

8.

Remove (5) 8mm bolts and (1) 6mm bolt from the center brace under the car and remove the center brace.

9.

Remove (2) 10mm nuts from the flange just behind the catalytic converter on the passenger side. These will be reused for the installation.

10.

Loosen the clamp on the driver side near the transmission. This clamp is welded to the converter pipe and will need to be removed.

11.

Unhook the (4) forward rubber hangers from the exhaust wire hangers.

12.

Unbolt 10mm nuts (2) per side holding the rear most hangers to car. Removing these assemblies is needed to more easily remove the entire exhaust from the car.

13.

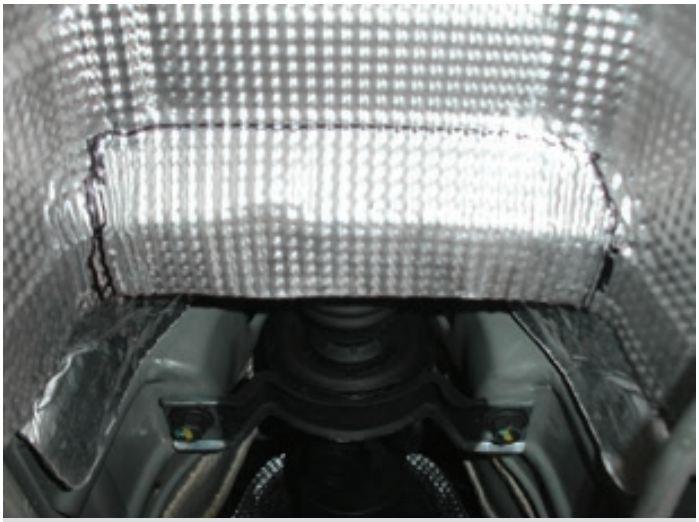
Remove the exhaust.

14.

Mark the heat shield with a Sharpie along the bend lines of the shield for cutting after removal. Remove the heat shield from the tunnel area – (8) 6mm bolts per side. Using a tin snips or heavy scissors, trim the heat shield area where it comes down and protrudes into the tunnel area.

15.

When reinstalling the heat shield, you will be moving the location of the (2) hose looms back towards the rear of the car by one bolt location. This will allow the tubing to be pulled out and away from the larger 3" dia. dual exhaust when installed. The picture below from the rear of the car, shows the modified heat shield, but the hose looms have not yet been moved to the new location.



Detail 14

Detail 15

16.

Reinstall the rear most hanger assemblies on the car using the 10mm bolts (2) per side.

17.

Reinstall the center brace previously removed using (5) 8mm bolts and (1) 6mm bolt.

18.

Install the lead pipes. The driver side uses a 2-1/4" clamp, passenger side uses a 2 bolt flange and the (2) 10mm nuts removed previously.

19.

Install the X-pipe using (2) 3" clamps. Push the X-pipe as far forward as possible and make sure it is level in the tunnel.

20.

Install the tailpipes using (2) 3" clamps.

21.

Install the muffler assemblies using (2) 3" clamps. Reinstall rubber hangers with brackets to the mufflers and to the car with (4) 10mm nuts, (2) per side.

22.

Adjust and tighten the system.

23.

Reinstall the passenger side O2 sensor.

24.

Lower the vehicle and reconnect the battery.

25.

Be sure to have adequate clearance around all wires, hoses and lines. If anything is in contact with the exhaust system, it will melt. Make sure to have at least ½" of clearance and wrap any suspect areas with DEI thermal barrier wrap.

26.

After double checking for clearance and making sure all lines, wires and hoses are secured, drive the car for 10-20 miles and re-check all clamps and clearances. Your system may be tack welded at the joints/ clamps to reduce shifting of the system during heating and cooling cycles. Make certain to disconnect the battery before performing any welding.

Detail 18

Detail 26