

Please take time to read and understand these installation instructions.

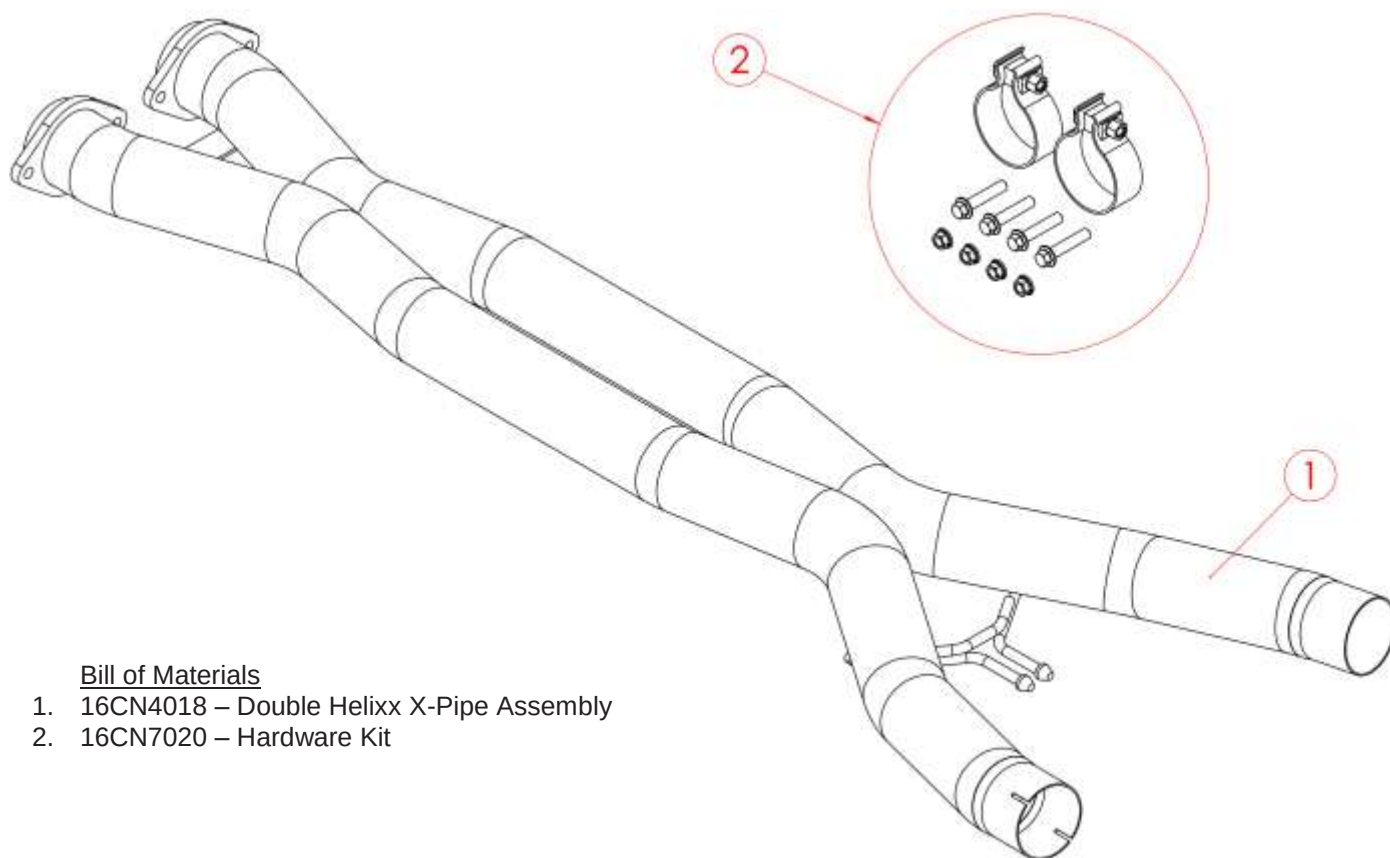
CORSA recommends that the installation of this system be performed by a qualified service center or professional muffler installer who has the necessary equipment, tools and experienced personnel. However, if you decide to perform this install, the use of a hoist and an additional person will be required.

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 and short extension (3")
- 3/8" drive 18mm deep socket
- 3/8" drive 15mm deep socket
- 3/8" drive 13mm shallow and deep sockets
- Small flathead screwdriver
- 15mm wrench
- 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. 16CN4018 – Double Helixx X-Pipe Assembly
2. 16CN7020 – Hardware Kit

Factory Exhaust System Removal:

1. Remove the factory tunnel under shield. The shield is secured in place by 24 bolts, including two larger bolts near the front of the shield. Use an 18mm socket and 3/8" ratchet to remove the two larger bolts, followed by a 13mm socket and ratchet to remove the remaining 22 bolts. **(Fig. A, B, & C)**
2. Remove the four nuts that secure the factory x-pipe inlet flanges using a 15mm socket and 3/8" ratchet. **(Fig. D)**
3. Remove the two bolts securing the X-pipe hanger grommet with a 13mm socket, a 3/8" ratchet, and a small extension. This will allow the factory x-pipe section to droop. Set aside these bolts to be reused during the installation process. **(Fig. E (Auto) or Fig. F (Manual))**
4. Loosen the clamp bolts at the x-pipe outlet using a 15mm socket and a 3/8" ratchet. **(Fig. G)**
5. CAREFULLY pivot the stock x-pipe section down at the inlet flanges and then forwards to free it from the vehicle. **(Fig. H)**
6. Remove the hanger grommet from the two hangers using grommet pullers or similar device. Set aside the grommet to be reused during the installation process. **(Fig. I)**

Note: The use of a soap and water solution may make working with rubber grommets easier.

7. CAREFULLY Remove both of the factory donut gaskets using a small flathead screwdriver. Set aside the donut gaskets to be reused during the installation process. **(Fig. J)** This concludes the removal process.

Factory Exhaust Removal Pictures



Fig. A



Fig. B



Fig. C



Fig. D



Fig. E



Fig. F



Fig. G



Fig. H



Fig. I

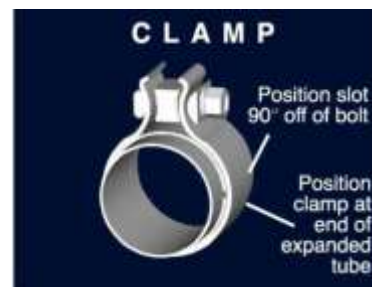


Fig. J

Installation of CORSA Exhaust System:

NOTE: Apply the anti-seize lubricant (supplied) to the threads **ONLY** of all the clamps. 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. Locate the CORSA double Helixx X-Pipe assembly, along with the factory donut gaskets retained from the last step in the removal process. Slide the donut gaskets onto the X-Pipe inlet as shown, until they are seated against the flanges. **(Fig. K)**
2. Insert the X-pipe hangers into the factory rubber grommet as shown. The mounting bracket on the grommet must be oriented as shown, with the mounting holes facing forwards and favoring the top of the assembly. **(Fig. L)**

Note: The use of a soap and water solution may make working with rubber grommets easier.
3. Locate the two 2.75" clamps; place them over the outlets of the X-pipe assembly, with the clamp bolts on the outside facing downwards. Slide the outlet end of the X-pipe onto the axle pipes, then align the inlet with the stock mounting flanges. Support the assembly with a jack stand or similar device. **(Fig. M & N)**
4. Locate the flange mounting hardware. Align the stock flanges, and install the hardware, with the M10 nuts on the downstream side of the connection. Leave the hardware loose at this point.
5. Install the two bolts to mount the X-pipe hanger grommet. Make sure the mounting bracket is centered, then secure with a 13mm socket and 3/8" ratchet. **(Fig. O (Auto) or Fig. P (Manual))**
6. Remove any under support(s) at this time. Tighten the four sets of M10 nuts bolts to secure the factory x-pipe inlet flanges using a 15mm socket and 3/8" ratchet. Alternately tighten each side to keep the x-pipe assembly centered in the cavity. Verify that the assembly is centered by checking the clearances to the transmission and the X-pipe outlet. There should be at least a fingertip worth of clearance on both sides (at the closest points to the transmission and the chassis). Torque fasteners to 31 Ft-Lbs. **(Fig. Q)**
7. Tighten the clamp bolts at the x-pipe outlet using a 15mm socket and a 3/8" ratchet. Torque bolts to 45 Ft-Lbs.

8. Reinstall the factory tunnel under shield. Secure in place with the 24 bolts set aside in the removal process. Use an 18mm socket and 3/8" ratchet to tighten the two larger bolts, followed by a 13mm socket and ratchet to tighten the remaining 22 bolts. Torque under shield bolts to factory specs (**Fig. R & 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 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.

CORSA Exhaust Installation Pictures



Fig. K



Fig. L



Fig. M



Fig. N



Fig. O



Fig. P



Fig. Q



Fig. R



Fig. S