



**IMPORTANT WARRANTY & INSTALLATION
INSTRUCTIONS ATTACHED**

*Please Forward All Attached Information to Consumer
Warranty Not Valid Unless Returned to CORSA Exhaust*

We ask that you take a few moments to complete our warranty registration form:

TO ACTIVATE YOUR LIMITED LIFETIME WARRANTY GO TO:
CORSAPERFORMANCE.COM/WARRANTY



**For Full-Color Installation Instructions, Please Visit:
CORSAPERFORMANCE.COM and Search by Part Number**

Please be sure to review the enclosed instructions prior to beginning the installation process. If you have any questions about the enclosed parts, instructions or encounter a problem during installation:
CALL CORSA PERFORMANCE TECHNICAL ASSISTANCE AT 800.486.0999

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.

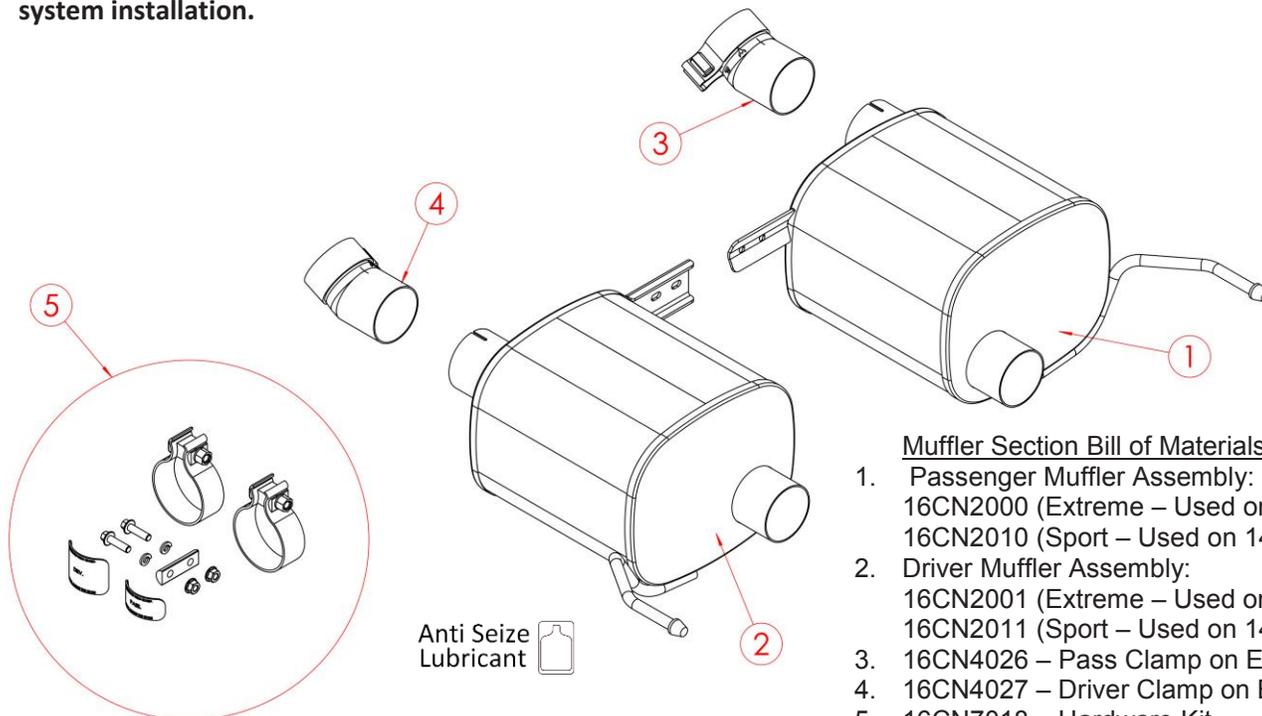
NOTE: Installation of this system requires cutting and clamping onto the stock axle pipe section (just after the factory AFM valve). The presence of the AFM valve is needed to achieve the acoustic target when AFM is active.

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:

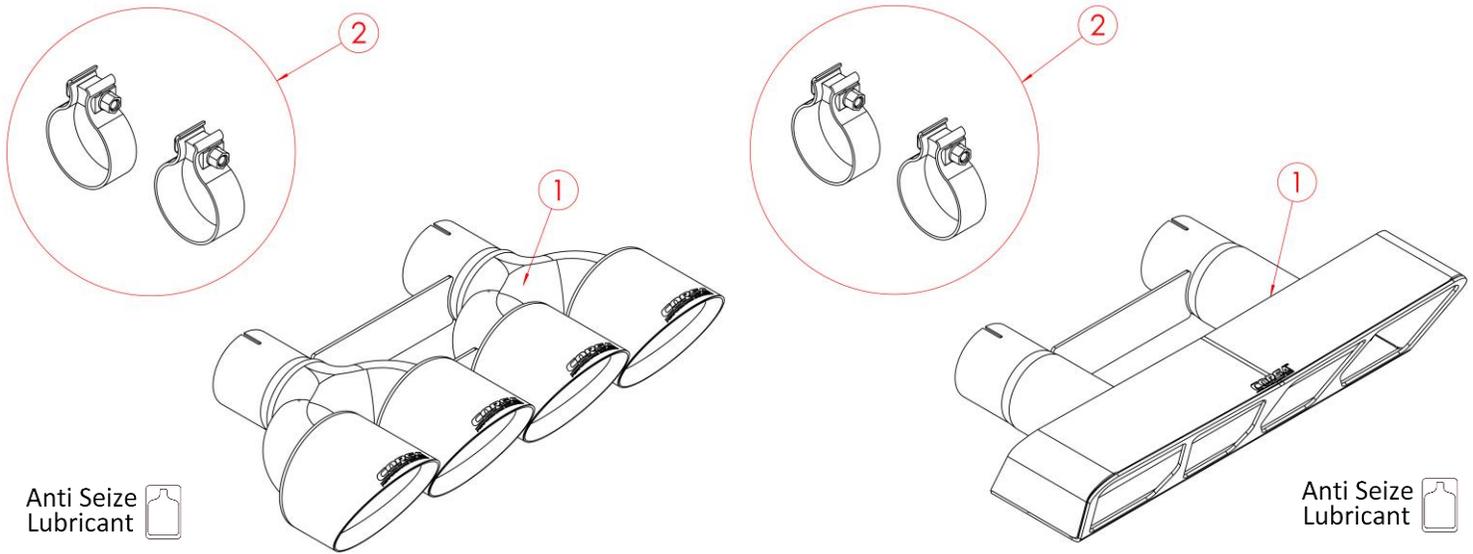
- 3/8" drive ratchet and long extension (10")
- 3/8" drive 10mm deep socket
- 3/8" drive 15mm deep socket
- 3/8" drive 13mm deep socket
- 8mm wrench
- 13mm wrench
- 1/4" drive ratchet
- 1/4" drive 7mm shallow socket
- Tape measure & marker
- Saw or chain-style pipe cutter
- File or sanding device for deburring
- Grommet pullers
- Soap and water solution
- Torque Wrench
- Screwdriver for License Plate Screws
- Safety glasses

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



Muffer Section Bill of Materials

1. Passenger Muffer Assembly:
16CN2000 (Extreme – Used on 14762/14763)
16CN2010 (Sport – Used on 14764/14765)
2. Driver Muffer Assembly:
16CN2001 (Extreme – Used on 14762/14763)
16CN2011 (Sport – Used on 14764/14765)
3. 16CN4026 – Pass Clamp on Elbow Asm.
4. 16CN4027 – Driver Clamp on Elbow Asm.
5. 16CN7018 – Hardware Kit



Tip Section Bill of Materials

1. Tip Assembly:
14062/14062BLK (Quad 4.5" Pro Series Tip Asm. – Used on 14762/14764)
14063/14063BLK (Polygon Tip Asm. Used on 14763/14765)
2. 16CN7017 – Tip Hardware Kit

Factory Exhaust System Removal:

NOTE: This process involves the removal of the lower rear fascia, followed by the removal of the stock axle back components. The forward section of the stock exhaust (from the axle pipe inlet to just after the AFM valve) will be cut off and reused when installing the CORSA system.

1. Remove the two bolts above the tip location using a 10mm socket and 3/8" ratchet. (Fig. A)
2. Remove the ten bolts that secure the bottom corners of the lower fascia (5 per side) using a 7mm socket and 1/4" ratchet. (Fig. B & C)
3. Remove the two lower mesh inserts on each side of the lower fascia. Each one is snapped in place using six tabs, which can be pushed out from the inside of the fascia. (Fig. D & E)
4. Unsnap each lower rear corner of the rear fascia by pushing the end of the tab inwards while pushing the rear fascia up and then backwards. (Fig. F & G)
5. Unscrew and remove the license plate to enable access to the two upper center mounting bolts for the rear fascia. (Fig. H)

REMOVAL CONTINUES ON NEXT PAGE; REMOVAL PICTURES ON PAGES 5-7 

6. CAREFULLY Remove the two reflectors on each side to enable access to the four outer mounting bolts for the rear fascia. Each reflector is snapped in place using three tabs, which can be pushed out from inside the fascia. **(Fig I)**
7. Remove the six bolts that secure the top of the lower fascia (2 on each side and 2 in the center) using a 10mm socket and 3/8" ratchet. **(Fig. J & K)**
8. CAREFULLY unsnap each tab securing the top corner of the rear fascia to remove it from the vehicle. Set the rear fascia aside in a safe location. **(Fig. L, M, & N)**
9. Remove the two bolts holding the stock mufflers together using a 10mm socket and 3/8" ratchet. **(Fig. O)**
10. Beginning on the passenger side, remove the two bolts securing the rear muffler grommet with a 13mm socket and 3/8" ratchet. Set aside these bolts to be reused during the installation process. **(Fig. P)**

When connecting to a factory NPP exhaust; continue to step 11. If you're connecting to the factory base exhaust, skip to step 12.

11. Disconnect the rear (non-AFM) valve wire. **(Fig. Q)**
12. Loosen the clamp bolt at the axle pipe inlet using a 15mm socket and a 3/8" ratchet. This will allow the factory exhaust section to droop. **(Fig. R)**
13. Disconnect the AFM valve wire (front valve on NPP cars), then carefully pivot the stock exhaust section down and rearwards to free it from the vehicle. **(Fig. S & T)**

NOTE FOR AUTOMATIC CARS ONLY: The shift linkage on the driver side has to be moved to create enough clearance to remove the stock exhaust. This can be done by putting the car in neutral while the driver side is being removed. **(Fig. U)**

14. Repeat steps 10-13 for the driver side stock exhaust section.
15. Remove the hanger grommet from each rear muffler using grommet pullers or similar device. Set aside both grommets to be reused during the installation process. **(Fig. V)**

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

16. Use the supplied driver and passenger side cutting templates to mark the cut line on each of the stock muffler sections. Double check that the proper tool is being used on each side, as the AFM valve on the passenger side is closer to the muffler than the one on the driver side. The tools are to be positioned against the downstream weld edge of the AFM valves, between each of the valves and the mufflers. Mark along the opposite side of the tool to create a cut line. **(Fig. W & X)**

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17. Remove both of the factory valve control units to protect them during the cutting process. Remove the three screws securing each of the control units using an 8mm socket and 1/4" ratchet. (Fig. Y)
18. Using a saw or chain-style pipe cutter, cut each pipe at the mark. The cut should be as close to parallel to the edge of the valve as possible. Deburr the cut edge of the retained factory pipe using a file or sanding device. Mark the center of the valve (axis the valve rotates about) on both driver and passenger side axle pipes for an alignment reference to use during installation. (Fig. Z & AA) This concludes the removal process.

Factory Exhaust Removal Pictures



Fig. A



Fig. B



Fig. C



Fig. D

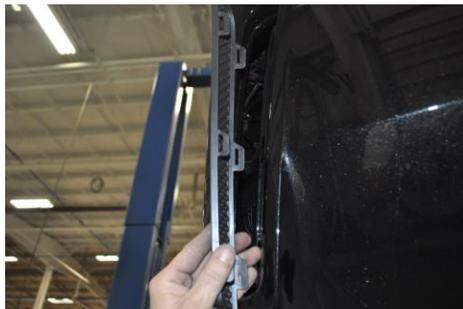


Fig. E



Fig. F



Fig. G



Fig. H



Fig. I

REMOVAL PICTURES CONTINUED ON NEXT PAGE 

Factory Exhaust Removal Pictures



Fig. J



Fig. K



Fig. L



Fig. M



Fig. N



Fig. O



Fig. P



Fig. Q



Fig. R



Fig. S



Fig. T



Fig. U

REMOVAL PICTURES CONTINUED ON NEXT PAGE 

Factory Exhaust Removal Pictures



Fig. V



Fig. W



Fig. X



Fig. Y



Fig. Z

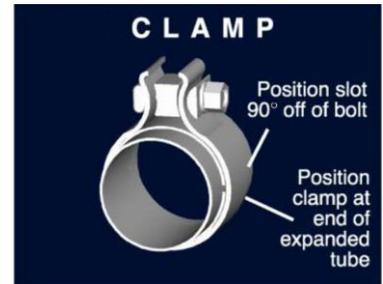


Fig. AA

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 driver side ("**D**" etch) and passenger side ("**P**" etch) clamp on elbow assemblies, along with the driver and passenger side trimmed factory axle pipes retained from the last step in the removal process.

IMPORTANT NOTE: The AFM valve on the trimmed factory passenger side axle pipe assembly is located closer to the cut position than the driver side, and both trimmed factory axle pipes are curved to fit around the transmission on the correct side with the AFM valve at the exit end. The alignment arrow and identification ("**D**" and "**P**") marks on each clamp on elbow assembly are side specific. Verify that the driver and passenger side clamp on elbows are paired to the correct axle pipe before proceeding with the installation.

2. Slide the passenger side ("**P**" etch) clamp on elbow assembly onto the trimmed passenger side axle pipe outlet as shown, until the edge of the clamp is just short of contacting the downstream weld edge of the AFM valve. Rotate the elbow assembly until the alignment arrow is pointing at the alignment mark corresponding to the center of the valve. (**Fig. A**) While holding the elbow in position, tighten the clamp bolt. Torque to 45 Ft-Lbs. (**Fig. B**)

IMPORTANT NOTE: Do not over-torque the clamp bolts, as it can cause distortion to the outlet end of the elbows, which can make the muffler installation onto the elbows difficult.

3. Using a tape measure, mark the trimmed driver side axle pipe at 1 1/8 inch from the cut position. This line is to set the install depth of the driver side clamp on elbow assembly. (**Fig. C**)
4. Slide the driver side ("**D**" etch) clamp on elbow assembly onto the trimmed driver side axle pipe outlet as shown, until the edge of the clamp is aligned with the depth position mark made in installation step 3. Rotate the elbow assembly until the alignment arrow is pointing at the alignment mark corresponding to the center of the valve. (**Fig. D**) While holding the elbow in position, tighten the clamp bolt. Torque to 45 Ft-Lbs. (**Fig. E**)

INSTALL CONTINUES ON NEXT PAGE; INSTALL PICTURES ON PAGES 11-14 

5. Reinstall the factory valve control units using an 8mm socket and ¼" ratchet. Both axle pipes should now appear as shown, with the valve control units reinstalled, and each of the clamp on elbows installed properly. **(Fig. F)**
6. Install each axle pipe back into the chassis as shown, making sure to reconnect the AFM valve wire. Slide the axle pipe inlets into the x-pipe section as far as possible (the locating tabs on the factory axle pipe will contact the x-pipe outlet edge). Rotate the axle pipes until they are centered between the chassis and the transmission components, then snug the clamps at the x-pipe outlet using a 15mm socket and a 3/8" ratchet, leaving them loose enough for further adjustment. **(Fig. G, H, & I)**
7. Reinstall each of the rear muffler hanger grommets as shown using a 13mm socket and a 3/8" ratchet. **(Fig. J)**

When connecting to a factory NPP exhaust; continue to step 8. If you're connecting to the factory base exhaust, skip to step 9.

8. Tuck each of the rear (non-AFM) valve wires into the chassis. They will no longer be needed. Secure with a zip tie or equivalent. **(Fig. K)**

NOTE: The driver side muffler needs to be installed first, as the driver side tie bracket sits further forward in the vehicle. The passenger side tie bracket will nest inside of the driver side bracket.

9. Locate the driver side rear muffler assembly, and one of the 2.75" clamps. While holding the assembly with the muffler case seam pointed up as shown, position one of the 2.75" clamps such that the clamp bolt is to the bracket side (inside of muffler) and the nut is towards the ground. **(Fig. L)**
10. Insert the driver's side hanger into the rubber grommet as shown, then slide the expansion on the muffler inlet over the outlet of the clamp on elbow. Secure the clamp with the 15mm socket and 3/8" ratchet, and a long extension, leaving it loose enough for further adjustment. **(Fig. M, N & O)**

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

11. Repeat Steps 9 & 10 on the passenger's side of the vehicle. Both of the mufflers will still be free to rotate and move at this point, as the muffler tie brackets are not yet connected. **(Fig. P, Q, & R)**
12. Locate the tie bracket hardware: 2 M8 flange bolts, 2 lock washers, the half round spacer, and the 2 M8 serrated flange nuts. Pre assemble the lock washers onto the M8 flange bolts as shown. **(Fig. S)**

NOTE: The lock washer must go on the flange bolt side to function properly. The serrations on the flange nut will provide the locking feature on the opposite side.

INSTALL CONTINUES ON NEXT PAGE; INSTALL PICTURES ON PAGES 11-14 

13. Rotate the rear mufflers upwards until the hole sets align in the muffler tie brackets. Load the two M8 flange bolts and lock washers in from the front. Place the half round spacer onto the bolts from the backside, so it sits inside the "V" shape of the passenger side tie bracket. Hand tighten the M8 flange nuts onto the half round spacer as shown to finish the connection. **(Fig. T & U)**

NOTE: Make sure the lower step on the passenger side tie bracket is fully inside of the channel made by the driver side bracket. (Reference the Arrows in Fig. U)

14. Reinstall the rear fascia onto the vehicle. CAREFULLY align each of the locating tabs along the top edge of the rear fascia. Snap the two corner tabs into place. **(Fig. V, W, & X)**

15. Reinstall the six bolts that secure the top of the lower fascia (2 on each side & 2 in the center) using a 10mm socket and 3/8" ratchet. **(Fig. Y & Z)**

16. Reinstall the two bolts above the tip location using a 10mm socket and 3/8" ratchet. **(Fig. AA)**

17. Reinstall the ten bolts that secure the bottom corners of the lower fascia (5 per side) using a 7mm socket and 1/4" ratchet. **(Fig. BB & CC)**

18. Locate the Corsa tip assembly, along with the two 2.75" clamps (packaged inside tip box). Align both clamps on the tip inlet as shown, with the clamp bolts to the inside and the clamp nuts facing downwards. **(Fig. DD (Quad Pro Tips) or Fig. EE (Poly Tip))**

19. CAREFULLY insert the tip assembly into the cutout in the rear valence. Align the tip assembly inlet with both muffler outlets before sliding it into place as shown. **(Fig. FF & GG (Quad Pro Tips) or Fig. HH & II (Poly Tip))**

20. Adjust the position and depth of the tip assembly until it is centered in the cutout, and has an equal amount of reveal on each side, then snug the clamps using a 15mm socket and 3/8" ratchet, leaving them loose enough for further adjustment. **(Fig. JJ)**

21. Reinstall the license plate. **(Fig. KK)**

22. Reinstall the two reflectors on each side by snapping them back in place. **(Fig LL)**

23. Reinstall the two lower mesh inserts on each side by snapping them back in place. It is easier to snap the inner tabs in place before the outer tabs. **(Fig MM)**

24. Adjust the system accordingly to maximize chassis clearance while positioning the tip assembly within the bumper valence. Verify that the valved axle pipe assemblies are not contacting anything within the chassis. Starting at the front and working backwards, tighten the clamps to 45ft-lb using the torque wrench and 15mm socket, ensuring that the tips are still in the desired position.

INSTALL CONTINUES ON NEXT PAGE; INSTALL PICTURES ON PAGES 11-14 

IMPORTANT NOTE DO NOT over-tighten the clamps on the tip assembly, as this will make future removal of the tip assembly much more difficult. The C7 CORSA tip assemblies are designed to be interchangeable, between the different tip designs and finishes.

25. Tighten the muffler tie bracket hardware at this time using a 13mm wrench, along with a 13mm socket and 3/8" ratchet. Torque to 15 Ft-Lbs. (Fig. NN) Installation complete.

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

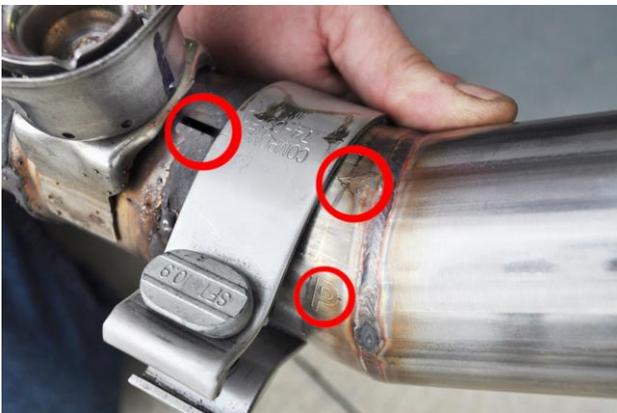


Fig. A



Fig. B



Fig. C



Fig. D

INSTALL PICTURES CONTINUED ON NEXT PAGE 

CORSA Exhaust Installation Pictures:



Fig. E



Fig. F



Fig. G



Fig. H



Fig. I



Fig. J



Fig. K



Fig. L



Fig. M



Fig. N

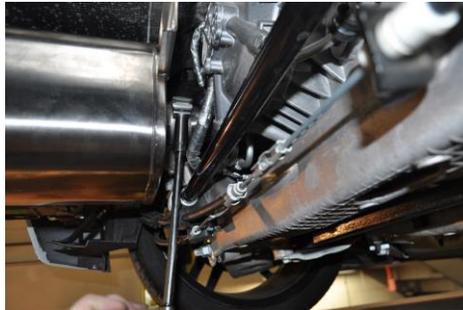


Fig. O



Fig. P

INSTALL PICTURES CONTINUED ON NEXT PAGE 

CORSA Exhaust Installation Pictures:

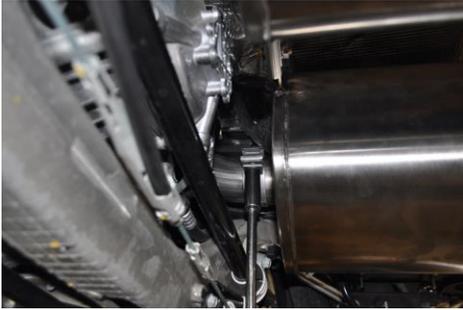


Fig. Q



Fig. R



Fig. S



Fig. T



Fig. U



Fig. V



Fig. W



Fig. X



Fig. Y



Fig. Z



Fig. AA



Fig. BB

INSTALL PICTURES CONTINUED ON NEXT PAGE 

CORSA Exhaust Installation Pictures:



Fig. CC



Fig. DD



Fig. EE



Fig. FF



Fig. GG



Fig. HH



Fig. II



Fig. JJ



Fig. KK



Fig. LL



Fig. MM



Fig. NN



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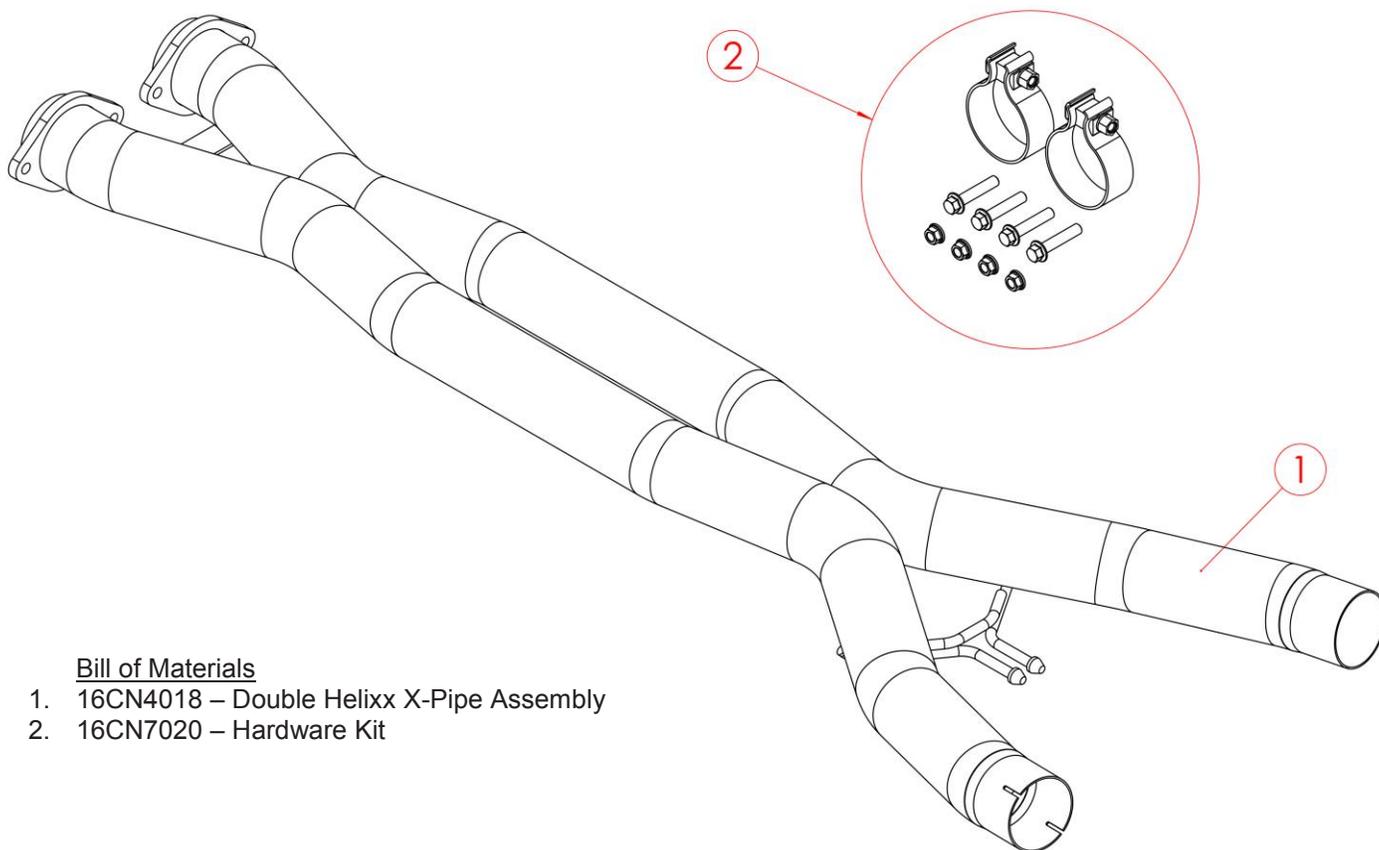
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CAUTION: Never work on a hot exhaust system. Allow time for the vehicle to cool. Always wear eye protection when working under a vehicle.

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.

REMOVAL PICTURES ON NEXT PAGE 

Factory Exhaust Removal Pictures



Fig. A

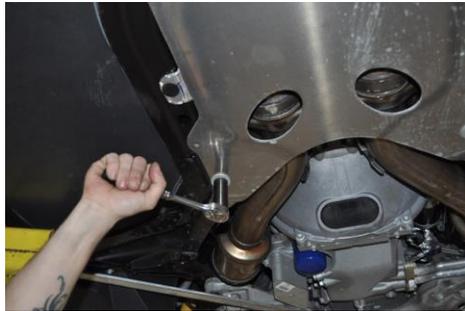


Fig. B

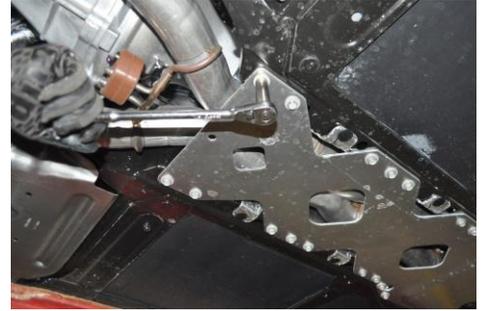


Fig. C

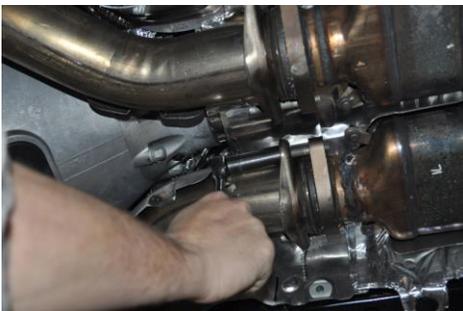


Fig. D



Fig. E



Fig. F

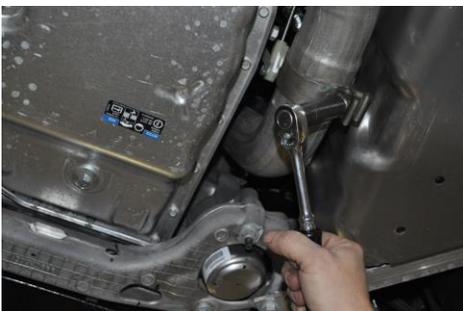


Fig. G



Fig. H



Fig. I

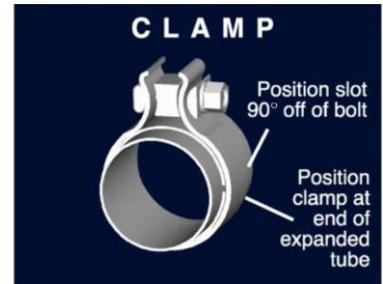


Fig. J

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.

INSTALL CONTINUES ON NEXT PAGE; INSTALL PICTURES ON PAGE 6 

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

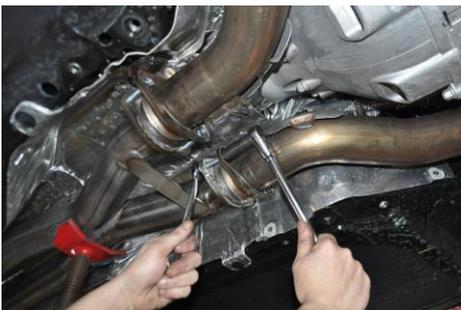


Fig. Q



Fig. R



Fig. S