



Application: 1997-2004 Corvette C5

Part Includes

1 - Component

Corsa Performance Exhaust System



Tools Needed



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

MAM and CORSA recommend that installation of this system be performed by a qualified service center or professional muffler installer who has the necessary equipment, tools, and experiences 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.

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

BILL OF MATERIALS:

Driver Side Muffler (16CV2050)

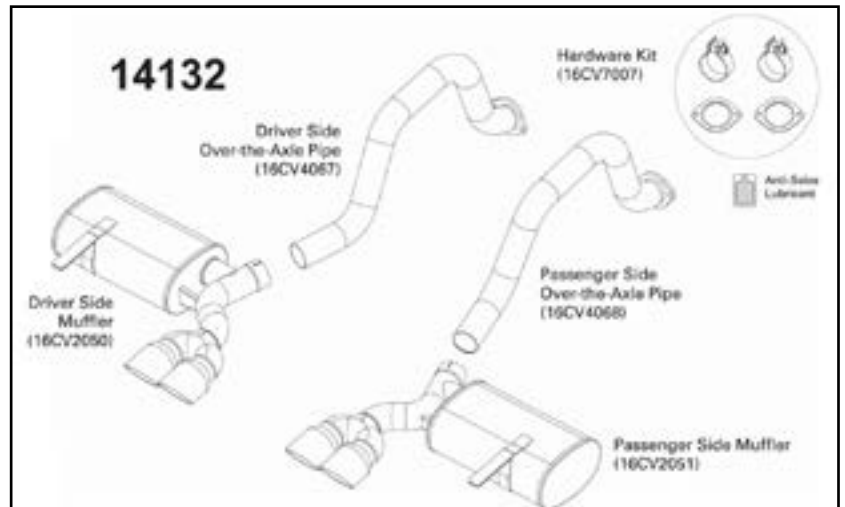
Passenger Side Muffler (16CV2051)

Driver Side Over-the-Axle Pipe (16CV4067)

Passenger Side Over-the-Axle Pipe (16CV4068)

Hardware Kit (16CV7007)

Packet of Anti-Seize



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Description (cont.)

REMOVAL OF STOCK SYSTEM:

Note: Your C5 must be raised high enough to remove the one-piece stock mufflers and Over-axle Pipes.

STEP 1.

Using an 18mm socket, remove the four bolts securing the rear sway bar to the chassis and let the sway bar drop down out of the way (See Fig. A).

STEP 2.

Unbolt each of the Over-Axle Pipes at the front flange using a 15mm socket where they bolt to the H-pipe. Unbolt Rear Muffler hangers using a 13mm socket with extension from frame and remove. Do not unbolt or remove the catalytic converters or H-pipe (See Fig. B).

STEP 3.

Carefully remove each stock muffler by pulling muffler hanger from rubber hanger mount. To facilitate removal you can remove rubber hanger mount and bolts. (Owners of 1999 and newer models will need to remove 4 bolts and 2 heat shields, 1 each side, in order to remove stock mufflers, Automatic Transmissions only) See Fig. C.

INSTALLATION OF CORSA EXHAUST SYSTEM:

NOTE: Apply the anti-seize lubricant (supplied) to the threads **ONLY** (See Fig. D) 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 antiseize lubricant, be sure to thoroughly clean 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 your vehicle. See Fig. E for proper clamp positioning.

STEP 1.

Install the CORSA Over-Axle Pipes, one at a time, making sure to use the new gaskets and hardware provided, and tighten bolts (See Fig. F). Be sure to sand or scrape any residue from flanges to ensure proper seating (See Fig. G).

STEP 2.

Reinstall the 2 heat shields and 4 bolts for each (1999 and newer models, automatic transmission only).

STEP 3.

Reinstall Rear Muffler rubber hanger mounts frame and tighten bolts to factory specifications.

STEP 4.

Install the new CORSA mufflers, one at a time, and tighten clamp.



FIG. A



FIG. B



FIG. C



FIG. D

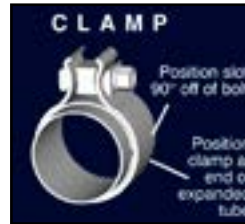


FIG. E



FIG. F



FIG. G



Description (cont.)

Lightly tighten the muffler clamps to the Over-Axle Elbow Pipes and check alignment of tips from rear end of car. Use a straight edge to verify that the exhaust tips are parallel. Adjust as necessary, then tighten clamps.

CLAMP TORQUE SETTING: 45 FT.-LBS

STEP 5.

Reinstall the sway bar with 18mm socket and tighten to factory specifications. Take care not to cross thread bolts (See Fig. H).

STEP 6.

Once installation is complete, start engine and check that there are no leaks or rattles.

STEP 7.

It is **STRONGLY RECOMMENDED** that all clamps and fasteners be checked and re-tightened (if necessary) after a road test. Make sure the system has cooled prior to touching any exhaust components.

NOTE: During cold weather start-ups, you may experience an exhaust sound that is deeper than louder in tone than usual. This is temporary and will diminish to normal levels once your engine has reached its normal operating temperatures.

NOTE: Immediately following the installation of your CORSA 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.

