

CORSA
PERFORMANCE

2020 Chevrolet Corvette C8 6.2L



IMPORTANT! WARRANTY AND INSTALLATION INSTRUCTIONS

Please Forward All Information to Consumer

Be sure to review the enclosed instructions prior to beginning the installation process. If you have any questions about the enclosed parts or instructions, or if you encounter a problem during installation:

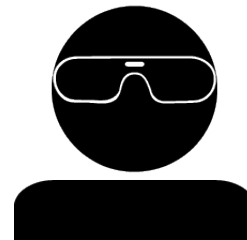
CALL TECHNICAL SUPPORT: 440.891.0999 or 800.486.0999

**TO ACTIVATE YOUR WARRANTY GO TO:
[CORSAPERFORMANCE.COM/WARRANTY](https://www.corsaperformance.com/warranty)**

COLOR INSTRUCTIONS ARE AVAILABLE BY PART NUMBER ON: [CORSAPERFORMANCE.COM](https://www.corsaperformance.com)



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



**Always wear eye protection
when working under a vehicle.**

INSTALL DIFFICULTY

RECOMMENDED TOOLS & SUPPLIES

- T15 TORX screwdriver
- 1/4" Drive Ratchet
- 1/4" Drive 7mm Deep Socket
- 1/4" Drive 10mm Deep Socket
- Push Clip Removal Tool/Flat Head Screwdriver
- Torque Wrench
- 1/2" Drive Ratchet or 1/2" Drive Breaker Bar
- 1/2" Drive 22mm Deep Socket
- 10mm Wrench
- 3/8" Drive Ratchet
- 3/8" Drive 10mm Deep Socket
- 3/8" Drive 13mm Deep Socket
- 3/8" Drive 15mm Deep Socket
- 3/8" Drive Long Extension (24")
- Soap and Water Solution
- Grommet Pullers
- Safety Glasses

PLEASE READ THESE INSTRUCTIONS BEFORE INSTALLATION.

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.

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.

Full warranty available on www.corsaperformance.com

ALERT:

OPTIMAL EXHAUST PERFORMANCE

To achieve optimal exhaust performance, CORSA strongly recommends having an Automotive Shop with **Dealer Level Access to the C8 Corvette ECU** perform the exhaust valve position re-learn procedure immediately following exhaust installation. This procedure ensures the AFM exhaust valve position is in compliance with the required range as defined by the C8 Corvette ECU and will prevent any associated CEL due to changes in the valve's operating range or position.

IMPORTANT NOTE BEFORE WORKING ON VEHICLE:

Part # 21102 (AFM Only/Rear Muffler Delete) and Part # 21104 (Track) DO NOT reuse the factory NPP (Rear Location) Valve Actuators. Please **retain** both factory NPP Valve Actuators (Electronic Component) from the stock exhaust. They are utilized whenever the AFM (Front Location) Valve System needs to conduct its self-check and verify correct operation and position of the valve system.

THE NPP ACTUATORS MUST BE ELECTRONICALLY RECONNECTED FOR THE EXHAUST VALVE POSITION RE-LEARN PROCEDURE ABOVE TO WORK

Leaving the NPP valve actuators disconnected will **NOT** cause a CEL (Check Engine Light), instead creates a soft (Pending) code that does not become a full code, even if something else triggers a full CEL code (CEL Light on Dash is on). When the cause of the full CEL is resolved, the CEL will then go away on its own and the soft (pending) code for the NPP valve actuators will remain in the background.

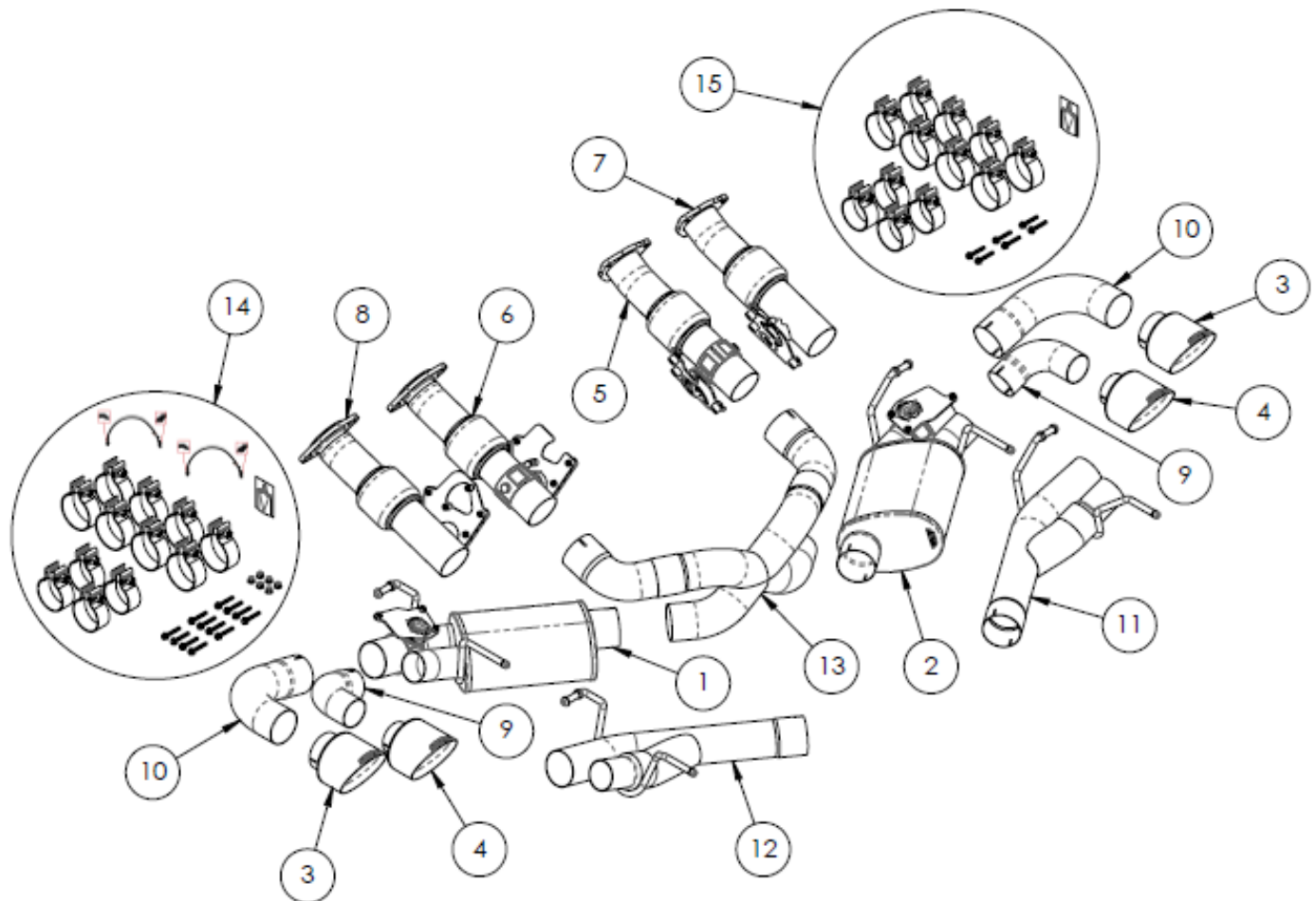
The CORSA Performance Exhaust Suite for the C8 Corvette has a provision in all versions of the exhaust system to keep the factory AFM Valve Actuators connected and operating through the same range as stock.

DO NOT TURN THE CAR ON OR START THE ENGINE WITH THE AFM VALVE ACTUATORS DISCONNECTED!

In the event the car is turned on with the AFM Valve Actuators disconnected: Reconnect the rear NPP Valve Actuators, **AND** the front AFM Valve Actuators in order for the CORSA Valve System to validate its position and function (*this is required for the AFM Valve CEL to go away on its own*). The rear actuators **DO NOT** have to be mounted to a mechanical exhaust valve for the reset procedure to work. **The electronic actuator MUST BE connected.** The only other way to eliminate the valve CEL is to perform a hard reset using a scan tool that is compatible with the C8 Corvette.

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

If something is missing call Tech Support at 440.891.099 or Toll Free: 1.800.486.0999



BILL OF MATERIALS

1.	Driver Muffler Assembly (Valved/NPP Compatible) (16CG2001)	2.	Pass. Muffler Assembly (Valved/NPP Compatible) (16CG2002)
3.	4.5" Outer Tip Assembly (16CG3004/BLK) (2)	4.	4.5" Inner Tip Assembly (16CG3005/BLK) (2)
5.	Pass. Head Pipe Assembly (Valved/AFM Compatible) (16CG4000)	6.	Driver Head Pipe Assembly (Valved/AFM Compatible) (16CG4001)
7.	Pass. Head Pipe Assembly (AFM Valve Delete) (16CG4004)	8.	Driver Head Pipe Assembly (AFM Valve Delete) (16CG4005)
9.	Inner Tip Elbow Pipe (16CG4006) (2)	10.	Outer Tip Elbow Pipe (16CG4045) (2)
11.	Pass Muffler Delete Assembly (NPP Valve Delete) (16CG4050)	12.	Driver Muffler Delete Assembly (NPP Valve Delete) (16CG4051)
13.	X-Pipe Assembly (16CG4074)	14.	Hardware Kit for 21100 & 21101 (4 Valve) and 21103 (NPP Only) (16CG7010)
15.	Hardware Kit for 21102 (AFM Only) and 21104 (Track) (16CG7016)		

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

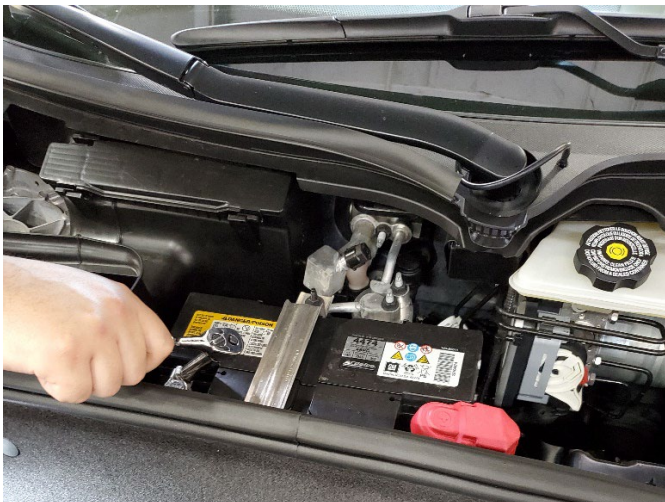
FACTORY EXHAUST



1. Beginning at the front of the vehicle, unclip the front trunk side panels and remove from the vehicle. Set aside the panels in a protected location.



2. Unclip the front trunk battery cover panel and remove from the vehicle. Set aside the panel in a protected location.



3. Disconnect the negative battery terminal using a 10mm socket and 3/8" ratchet.



4. The rear bumper cover, two rear under trays, two inner fender liners, and the rear wheels will all need to be removed first in order to allow removal of the factory exhaust.

Continued on Next Page . . .

REMOVAL INSTRUCTIONS
FACTORY EXHAUST


- 5.** The forward most rear under tray is secured by one push clip and ten 7mm bolts. Remove the push clip first using a removal tool or flat head screwdriver. Next, remove the bolts using a 7mm socket and 1/4" ratchet to free the forward under tray from the vehicle. Set aside the forward under tray and fasteners in a protected location.



- 6.** The rearward most rear under tray is secured by two push clips (1 per side), four T15 TORX screws (2 per side), and six 7mm bolts (3 per side). Remove the push clips first using a removal tool or flathead screwdriver, followed by the T15 TORX screws, and then the bolts using a 7mm socket and 1/4" ratchet. This will free the rearward under tray from the vehicle. Set aside the rearward under tray and fasteners in a protected location.



- 7.** Remove the ten lug nuts and the two rear wheels from both sides of the vehicle using a 22mm socket and 1/2" ratchet or 1/2" drive breaker bar. This will allow access to the factory inner fender liners. Set aside the rear wheels and lug nuts in a protected Location.



- 8.** Unclip the two rear splash guard panels from the outside rearmost corners of the inner fender liners. Set aside the panels in a protected Location.

Continued on Next Page ...

REMOVAL INSTRUCTIONS

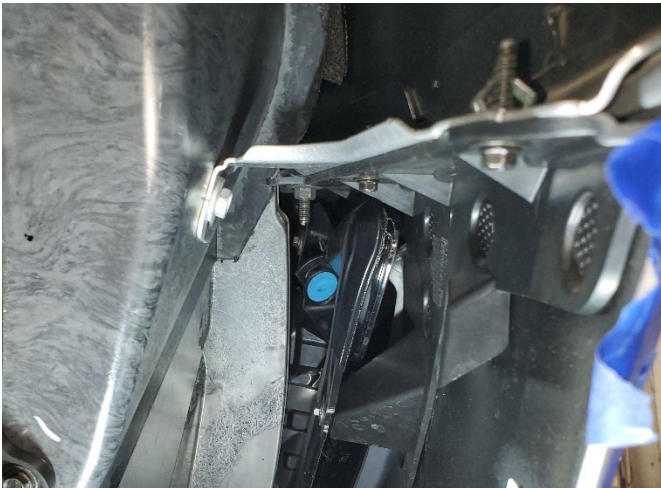
FACTORY EXHAUST



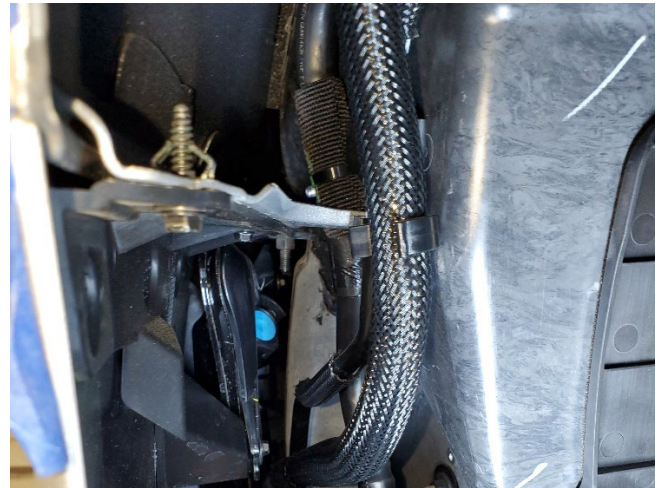
- 9.** The inner fender liners are secured by eleven T15 TORX screws, four push clips, and three 7mm bolts per side. Starting on the driver side, remove the push clips first using a removal tool or flathead screwdriver, followed by the T15 TORX screws, and then the bolts using a 7mm socket and 1/4" ratchet. This will free the inner fender liner from the vehicle.



- 10.** Repeat **Removal Step 9** for the passenger side of the vehicle. Set aside both inner fender liners and fasteners in a protected location. **Removal Steps 9-10** will allow access to the factory fender to rear bumper cover connections on each side of the vehicle.



- 11.** The sides of the rear bumper cover are secured to the fender by a 10mm nut and two 7mm bolts on each side. Starting on the driver side, remove the nut first using a 10mm socket and 3/8" ratchet, followed by the two bolts using a 7mm socket and 1/4" ratchet.

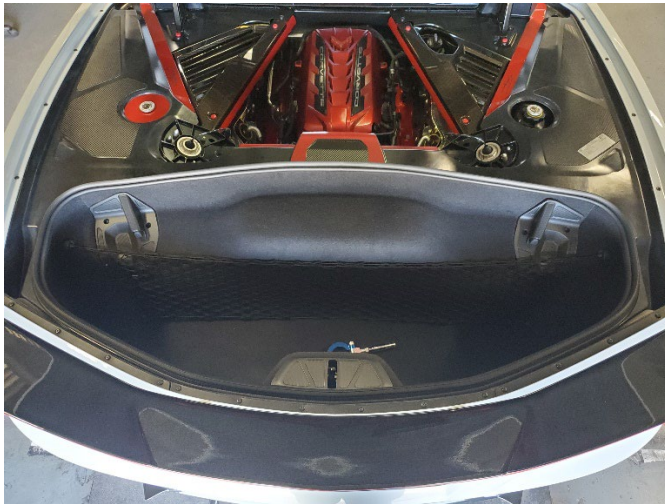


- 12.** Repeat **Removal Step 11** for the passenger side of the vehicle. Set aside the fasteners in a protected location.

Continued on Next Page . . .

REMOVAL INSTRUCTIONS

FACTORY EXHAUST



13. Remove the sixteen T15 TORX screws that secure the top of the factory rear bumper cover to the chassis. Start with the fourteen screws that run along the top edge of the bumper.



14. Remove the last two T15 TORX screws that are facing rearward and tucked into the corner of the fender on each side. This will allow the bumper cover to move independently from the vehicle. Set aside the fasteners in a protected location.



15. Get 1 to 2 helpers for **Removal Steps 15 & 16**. There are three wiring harness connectors that need to be disconnected to be able to remove the factory rear bumper cover from the vehicle. We recommend a person on each side of the vehicle **CAREFULLY** slides the rear bumper cover straight back over the exhaust tips and holds the bumper cover in the air while a third person disconnects the driver side connector....



16. (Continued) followed by the two passenger side connectors to free the rear bumper cover from the vehicle. **CAREFULLY** set aside the factory rear bumper cover in a protected location.

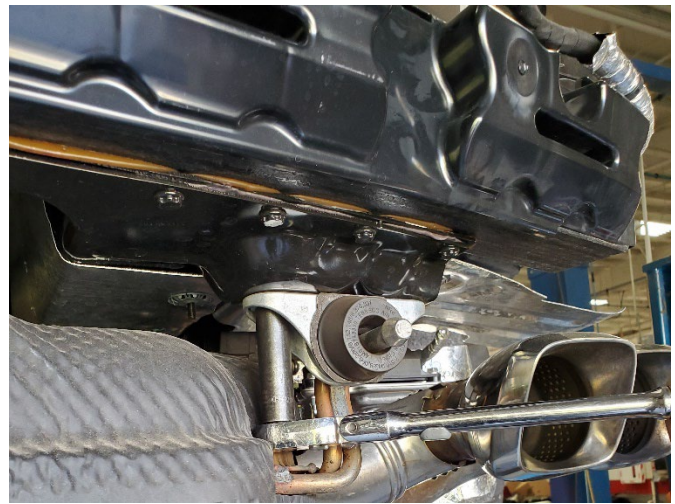
Continued on Next Page ...

REMOVAL INSTRUCTIONS

FACTORY EXHAUST



- 17.** Disconnect the wiring connectors to both of the NPP valve actuators; these are located on the pipes leading to the outer exhaust tips. Note that the grey locking tab on the wiring connectors must be slid outwards before disconnecting the wires from the actuators.



- 18.** Support the factory exhaust with a jack stand. Remove the four bolts that secure both of the rear exhaust grommets to the chassis using a 13mm socket and 3/8" ratchet. Set aside the fasteners in a protected location.



- 19.** Remove the two M10 nuts that secure the driver side cat back mounting flange to the factory catalyst using a 15mm socket, a 3/8" ratchet, and a 24" long extension. Set aside the fasteners in a protected location.

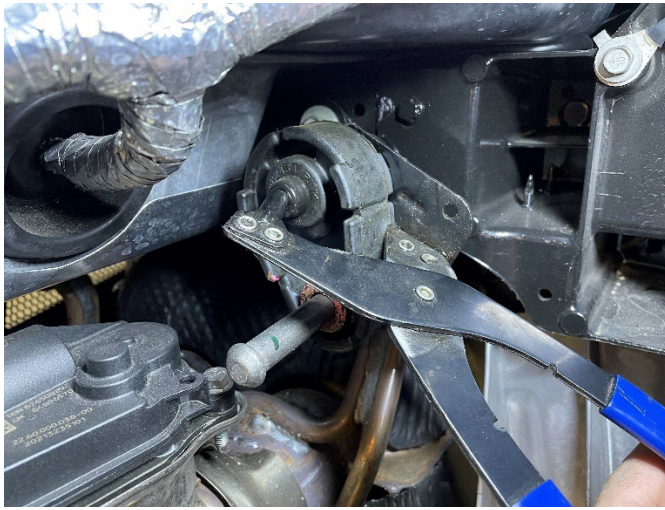


- 20.** Remove the three M8 nuts that secure the passenger side cat back mounting flange to the factory catalyst using a 13mm socket, a 3/8" ratchet, and a 24" long extension. Set aside the fasteners in a protected location.

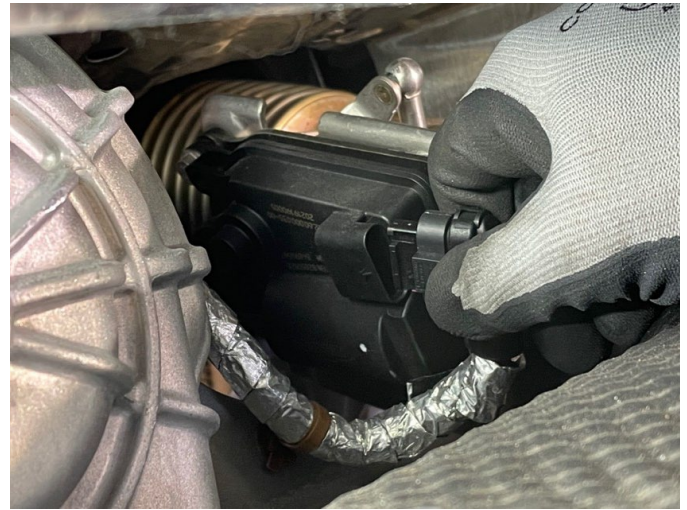
Continued on Next Page ...

REMOVAL INSTRUCTIONS

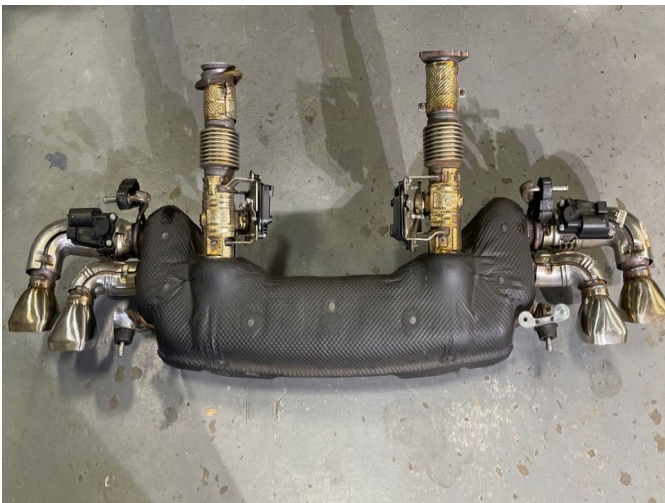
FACTORY EXHAUST



21. Remove both of the front exhaust grommets from the hanger on the chassis side of the connection using grommet pullers or similar device. The use of a soap and water solution will aid in the removal of the hangers from the factory grommets. The factory exhaust can now be lowered on the jack stand just enough to access the AFM valve actuator wiring connections.



22. Disconnect the wiring connectors to both of the AFM valve actuators; these are located on the inside of the head pipes between the muffler and the factory catalyts. Note that the grey locking tab on the wiring connectors must be slid outwards before disconnecting the wires from the actuators.



23. CAREFULLY slide the factory exhaust down and rearward to free it from the vehicle.



24. With the factory exhaust on the ground, remove the front grommets from the exhaust hangers using a grommet puller or similar device. Once again, the use of a soap and water solution will aid in the removal of the hangers from the factory grommets. Note the orientation of the grommets for the installation of the CORSA exhaust system.

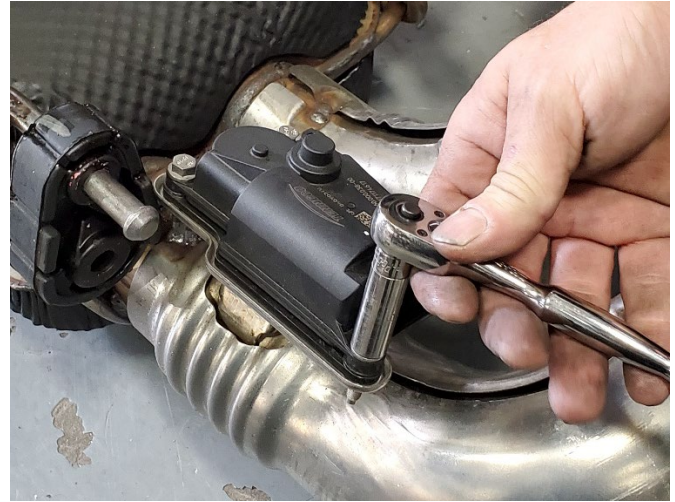
Continued on Next Page ...

REMOVAL INSTRUCTIONS

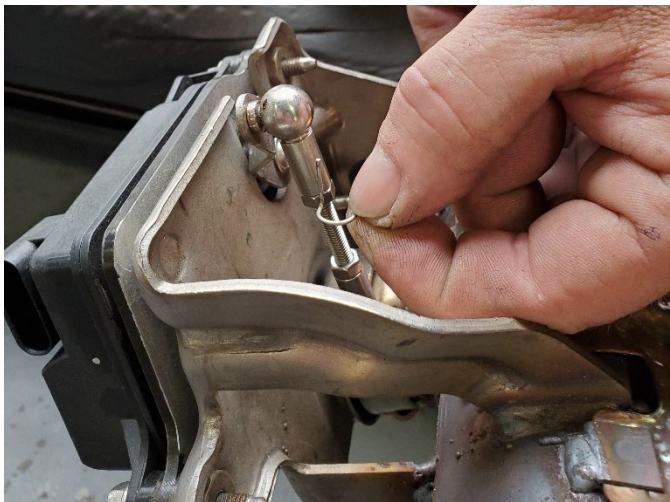
FACTORY EXHAUST



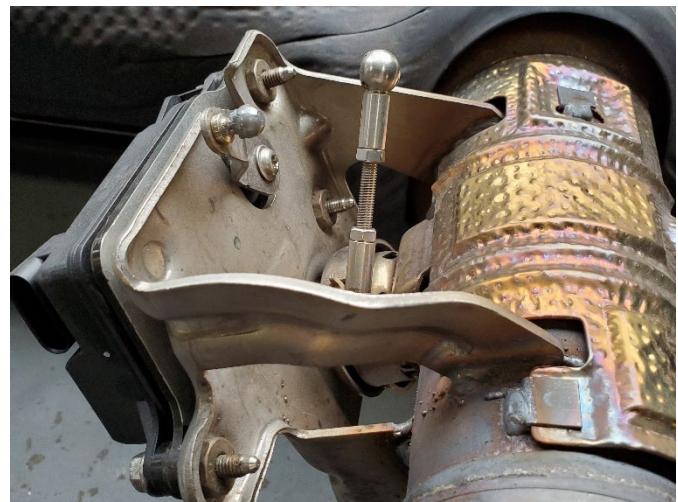
25. Remove both of the rear exhaust grommets from the exhaust hangers using grommet pullers or similar device. Note the orientation of the grommets for the installation of the CORSA exhaust system.



26. Remove the six bolts (3 per side) that secure both of the factory NPP valve actuators using a 10mm socket and a 1/4" ratchet. Set aside the NPP actuators in a protected location. The NPP actuators will be reused on the versions of the CORSA exhaust that utilize a valved rear muffler configuration.



27. Remove four locking pins from both of the AFM valve actuator linkages.



28. Remove both of the AFM valve actuator linkages from the AFM valve actuators and the stock AFM valve assemblies.

Continued on Next Page ...

REMOVAL INSTRUCTIONS

FACTORY EXHAUST



- 29.** Remove the six bolts (3 per side) that secure both of the factory AFM valve actuators using a 10mm socket and a 1/4" ratchet. Set aside the AFM valve actuators in a protected location. The AFM valve actuators will be reused during the installation of the CORSA exhaust system.

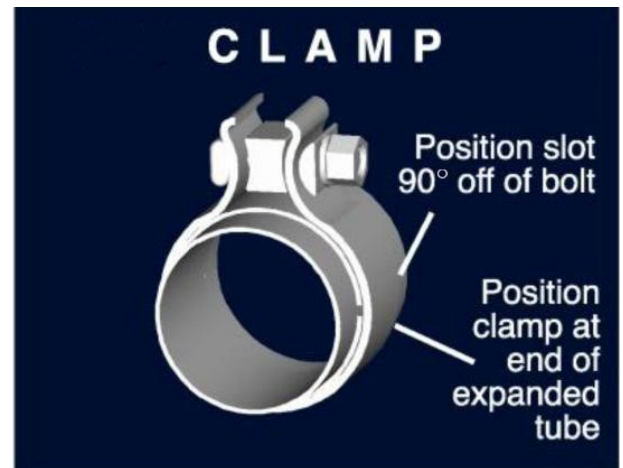
Step 29 concludes the removal of the factory exhaust.

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

NOTE: Begin with **Install Steps 1-4**, then skip to **Install Step 7** for versions of the CORSA exhaust system that have the **AFM valves present**. Begin at **Install Step 5** for the versions of the CORSA exhaust that **delete the AFM valves**. Continue with **Install Steps 7-16** for **all versions** of the CORSA exhaust installation.



1. (FOR AFM VALVE ONLY) Locate the two CORSA AFM valved head pipe assemblies, and the two stock AFM valve actuator linkages and four locking pins set aside in **Removal Steps 27 & 28**. Connect both of the AFM valve actuator linkages to the CORSA AFM valve assemblies. Secure the connections with the locking pins.

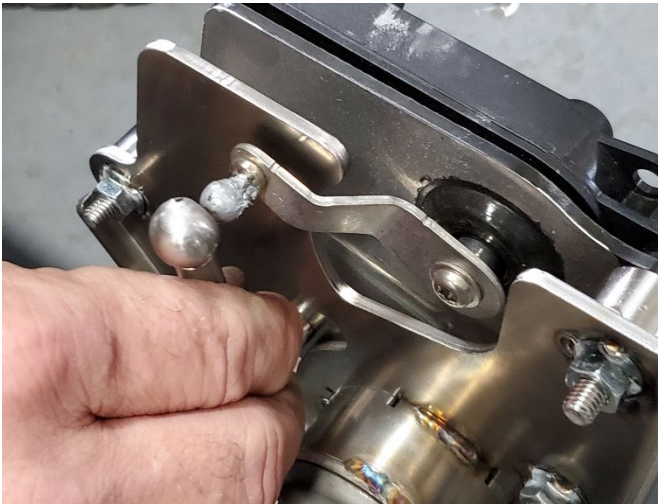


2. (FOR AFM VALVE ONLY) Locate the two stock AFM valve actuators set aside in **Removal Step 29**, and six of the supplied M6 bolts from the hardware kit. Align and secure both of the factory AFM valve actuators to the CORSA AFM valve assemblies using a 10mm socket and a 1/4" ratchet. Torque to 89 IN-LBS.

Continued on Next Page ...

INSTALLATION INSTRUCTIONS

CORSA EXHAUST



3. (FOR AFM VALVE ONLY) Connect both of the AFM valve actuator linkages to the factory AFM valve actuators. Secure the connections with the remaining locking pins.



4. (FOR AFM VALVE ONLY) The AFM valve actuators should now be connected to the CORSA AFM valve assemblies as shown.



5. (FOR AFM VALVE DELETE ONLY) Locate the two CORSA AFM delete head pipe assemblies, and the two stock AFM valve actuators set aside in **Removal Step 29**, along with the six supplied M6 bolts from the hardware kit. Insert the actuator arm through the window in the CORSA AFM delete assembly as shown.



6. (FOR AFM VALVE DELETE ONLY) Align and secure both of the factory AFM valve actuators to the CORSA AFM delete assemblies using a 10mm socket and a ¼" ratchet. Torque to 89 IN-LBS.

Continued on Next Page ...

INSTALLATION INSTRUCTIONS

CORSA EXHAUST



- 7. (ALL VERSIONS)** Locate the three M8 nuts set aside in **Removal Step 20**. Insert the passenger side CORSA head pipe assembly onto the studs from the catalyst as shown, then hand tighten the M8 nuts to hold the head pipe in place. Note the position of the AFM valve actuator within the chassis when it is correctly positioned.



- 8.** Secure the passenger side cat back mounting flange to the factory catalyst using a 13mm socket, a 3/8" ratchet, and a 24" long extension. Torque to 17 FT-LBS.



- 9.** Locate the two M10 nuts set aside in **Removal Step 19**. Insert the driver side CORSA head pipe assembly onto the studs from the catalyst as shown, then hand tighten the M10 nuts to hold the head pipe in place, leaving the nuts loose enough that the head pipe can still pivot and rotate.



- 10.** Pivot and rotate the driver side head pipe assembly at the flange connection until the AFM valve actuator position mirrors the passenger side on both height and rotation as shown.

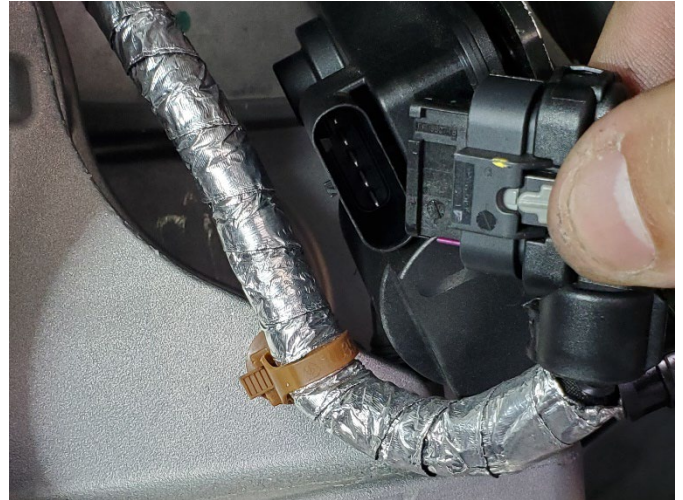
Continued on Next Page ...

INSTALLATION INSTRUCTIONS

CORSA EXHAUST



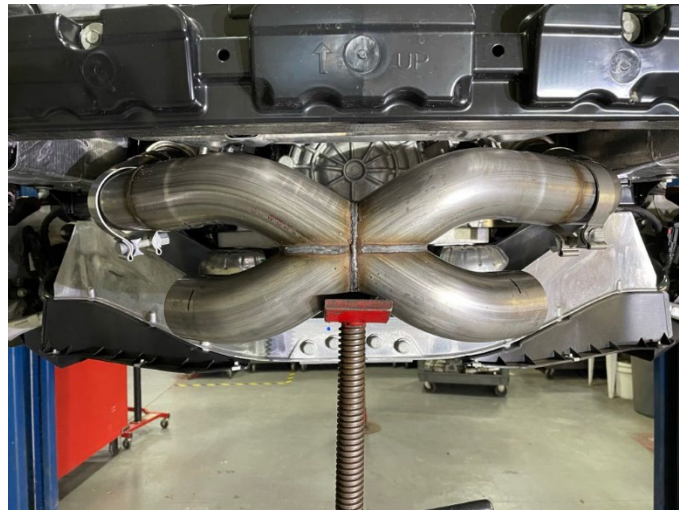
- 11.** Next, secure the driver side cat back mounting flange to the factory catalyst using a 15mm socket, a 3/8" ratchet, and a 24" long extension. Torque to 32 FT-LBS.



- 12.** Reconnect the wiring connectors to both of the AFM valve actuators. Push in the grey locking tabs on the wiring connectors to secure the connections.



- 13.** Locate the CORSA X-pipe assembly, and two 3" clamps from the hardware kit. Position the clamps on the X-pipe inlet, so the clamp bolts are on the outside of the expansion and the clamp nuts are facing downwards. Insert the inlet of the CORSA X-pipe assembly on to the outlet of both head pipe assemblies with approximately 1.75" of overlap.



- 14.** Support the center of the CORSA X-pipe with a jack stand. Adjust the height of the jack stand until there is approximately a 1/2" gap between the top of the X-pipe inlet and the chassis on both sides as shown.

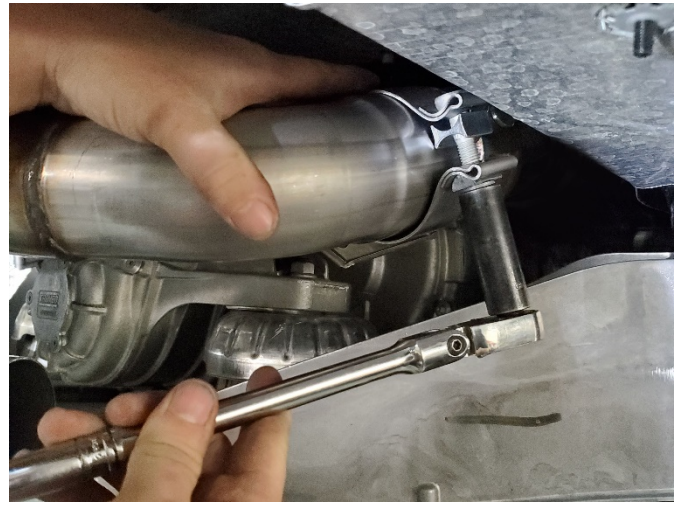
Continued on Next Page ...

INSTALLATION INSTRUCTIONS

CORSA EXHAUST



- 15.** Adjust the rotation and overlap of the X-pipe assembly onto both of the head pipes until the X-pipe outlets are even both vertically and front to back in the vehicle. The X-pipe should be centered on the midline of the vehicle behind the rear differential.



- 16.** Tighten both of the exhaust clamps at the X-pipe inlet using a 15mm socket and 3/8" ratchet to secure the X-pipe assembly.

NOTE: Follow **Step 17** for versions of the CORSA exhaust system that use the **valved/NPP compatible rear mufflers**. Continue with **Steps 18-25** for **all versions** of the CORSA exhaust installation.



- 17. (FOR NPP VALVED MUFFLER ONLY)** Locate the two CORSA NPP Compatible Muffler assemblies, and the two stock NPP valve actuators set aside in **Removal Step 26**, along with the remaining six supplied M6 bolts and M6 nuts from the hardware kit. Align and secure both of the factory NPP valve actuators to the CORSA NPP valve assemblies using a 10mm socket, a 1/4" ratchet, and a 10mm wrench. Torque to 89 IN-LBS.

Continued on Next Page ...

INSTALLATION INSTRUCTIONS

CORSA EXHAUST



18. (ALL VERSIONS) Locate both front grommets set aside in **Removal Step 24**. Reinstall both of the front exhaust grommets onto the hangers on the chassis side of the connections. Make sure the larger sides of the grommets face upward as shown.



19. Locate the CORSA driver muffler (or muffler delete) assembly, a 3" clamp from the hardware kit, and one of the rear grommets set aside in **Removal Step 25**. Install the rear exhaust grommet onto the rear hanger position. Make sure the protruding rubber side of the grommet faces away from the piping (rearward) as shown.



20. Position the clamp on the CORSA driver muffler (or muffler delete) inlet so the clamp bolt is in front of the expansion and the clamp nut is facing downwards. Insert the inlet of the driver muffler/muffler delete assembly on to the driver side outlet of the X-pipe with approximately 1.75" of overlap.



21. Insert the driver front muffler (or muffler delete) hanger into the front exhaust grommet as shown.

Continued on Next Page . . .

INSTALLATION INSTRUCTIONS

CORSA EXHAUST



22. Locate two of the factory rear grommet bolts set aside in **Removal Step 18**. Insert both bolts through the driver rear exhaust grommet and secure the grommet to the chassis using a 13mm socket and 3/8" ratchet. Torque to 17 FT-LBS.



23. Tighten the exhaust clamp at the driver muffler (or muffler delete) inlet using a 15mm socket and 3/8" ratchet to secure the muffler/muffler delete assembly.



24. Repeat **Install Steps 19-23** for the passenger side of the vehicle. (CORSA passenger muffler shown)



25. At this time, adjust the muffler (or muffler delete), X-pipe, and head pipe positions until there is approximately 1/2" between the outer face of the rear grommets and the forward edge of the head on the rear hangers on both driver and passenger sides of the vehicle as shown. It is critical for proper fitment to get the system adjusted a square as possible on the vehicle.

Continued on Next Page ...

INSTALLATION INSTRUCTIONS

CORSA EXHAUST

NOTE: Follow **Install Steps 26-27**, then skip to **Install Step 30** for versions of the CORSA exhaust system that use the **valved/NPP compatible rear mufflers**. Skip to **Install Step 28** for the versions of the CORSA exhaust that **delete the rear mufflers**. Continue with **Install Steps 30** for **all versions** of the CORSA exhaust installation.+



26. (FOR NPP VALVED MUFFLER ONLY) Locate both NPP valve wiring extensions from the hardware kit. Connect both wiring extensions to the chassis side of the NPP valve wiring connectors. Push in the grey locking tabs on the wiring connectors to secure the connections.



27. (FOR NPP VALVED MUFFLER ONLY) Connect the opposite end of the wiring extensions to the NPP valve actuator on both sides of the vehicle. Push in the grey locking tabs on the wiring connectors to secure the connections.



28. (FOR MUFFLER DELETE ONLY) Tape off the NPP valve wiring connectors to aid in keeping moisture out of the electrical connection, as they are no longer utilized on the rear muffler delete versions of the CORSA exhaust installation.



29. (FOR MUFFLER DELETE ONLY) Tuck the NPP valve wiring connectors up into the chassis, and secure with a zip tie.

Continued on Next Page . . .

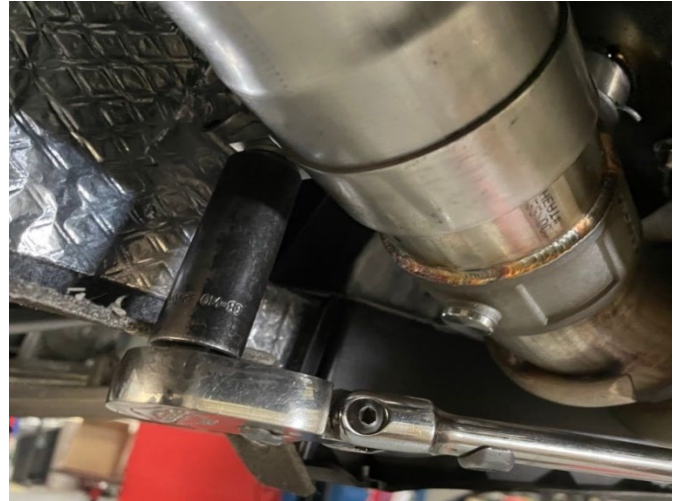
INSTALLATION INSTRUCTIONS

CORSA EXHAUST

- 30.** At this time, reinstall the rear bumper cover, both inner fender liners, both splash guard panels, and both rear wheels. Do not reinstall the rear under trays at this time. Installation is reverse of removal. Refer to **Removal Steps 7-16**. Continue with **Install Steps 31-41** for **all versions** of the CORSA exhaust installation once reinstallation of the stock components is complete.



- 31. (ALL VERSIONS)** Locate one of the CORSA outer tip elbow pipes, and a 3" clamp from the hardware kit. Position the clamp on the elbow pipe inlet so the clamp bolt is facing away from the bend and the clamp nut is facing downwards. Insert the inlet of the elbow pipe onto the valved outlet of the driver side muffler with approximately 1.75" of overlap.



- 32.** Rotate the CORSA outer tip elbow pipe until it is centered in the rear valence, then tighten the exhaust clamp at the elbow pipe inlet using a 15mm socket and 3/8" ratchet.

Continued on Next Page ...

INSTALLATION INSTRUCTIONS

CORSA EXHAUST



33. Locate one of the CORSA inner tip elbow pipes, and a 2.5" clamp from the hardware kit. Position the clamp on the elbow pipe inlet so the clamp bolt is facing towards the bend and the clamp nut is facing downwards. Insert the inlet of the elbow pipe onto the non-valved outlet of the driver side muffler with approximately 1.375" of overlap.



34. Rotate the CORSA inner tip elbow pipe until it is centered in the rear valence, then tighten the exhaust clamp at the elbow pipe inlet using a 15mm socket and 3/8" ratchet.



35. Locate one of the CORSA outer tip assemblies, and a 3" clamp from the hardware kit. Position the clamp on the tip inlet so the clamp bolt is on top of the tip and the clamp nut is facing inwards. Insert the inlet of the outer tip assembly onto the elbow pipe with approximately 1.5" of overlap.



36. Adjust the rotation of the CORSA outer tip assembly until the CORSA logo is centered on the top of the tip, then tighten the exhaust clamp at the tip inlet using a 15mm socket and 3/8" ratchet.

Continued on Next Page ...

INSTALLATION INSTRUCTIONS

CORSA EXHAUST



37. Locate one of the CORSA inner tip assemblies, and a 2.5" clamp from the hardware kit. Position the clamp on the tip inlet so the clamp bolt is on top of the tip and the clamp nut is facing inwards. Insert the inlet of the inner tip assembly onto the elbow pipe with approximately 1.5" of overlap.



38. Adjust the rotation of the CORSA inner tip assembly until the CORSA logo is centered on the top of the tip, then tighten the exhaust clamp at the tip inlet using a 15mm socket and 3/8" ratchet.



39. Repeat **Install Steps 30-37** for the passenger side of the vehicle.



40. At this time, adjust the tip tube and tip positions until all tips are centered within the cutouts in the rear valence, and there is approximately 1/2" reveal at the CORSA logo of each tip. Torque all exhaust clamp bolts to 45 FT-LBS.

Continued on Next Page ...

41. At this time, reinstall both of the rear under trays, and reconnect the battery and reassemble the paneling in the front trunk area. Installation is reverse of removal. Refer to **Removal Steps 1-6.**
 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.

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

NOTE: NPP VALVE FUNCTION



The NPP valve behavior will be the same as the stock exhaust, where the opening and closing of the valves are based on the factory programming, which determines what to do based on gear, throttle, and RPM.

The NPP valves are not open all the time in the louder exhaust setting (*Sport and Track driving modes*), nor are they closed all the time in the quieter exhaust setting (*Touring and Weather driving modes*). The only way to hold the valves closed is to change the engine sound management in the vehicle settings to the Stealth Sound configuration. **There is no sound configuration where the valves are always open.**

The default setting for the engine sound management is "Link to Drive Mode", which will cause the sound to change with the driving mode. If the valve behavior does not change with driving mode, it means the sound configuration selected in the engine sound management is either stealth or one of the driving mode configurations, which overrides the changing with driving mode and locks the NPP valve behavior into one configuration all the time.

Please check that the engine sound management configuration is set to the desired option for optimal acoustic performance of your CORSA exhaust system.