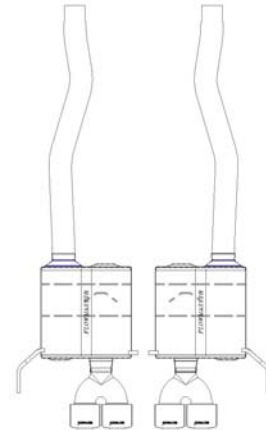




409S Stainless Steel

**Installation Instructions for:
SYSTEM #817668**

2014 CHEVROLET CORVETTE
6.2L ENGINE · AXLE-BACK SYSTEM
NOT INTENDED FOR VEHICLES W/ BI-MODE OPTION



PACKING LIST

<u>Qty</u>	<u>Description</u>	<u>Part #</u>
1	Right Muffler	853063-331
1	Left Muffler	853063-332
1	Parts kit	PK756
2	1/4-20x3/4 Button Head	HW238
2	1/4-20 Hex Nut	HW101
2	1/4 Split Lock Washer	HW301

12/5/13



- 1) Before you begin, please understand that the installation of this system requires significant disassembly. The entire lower rear bumper fascia (Blue portion in photo) must be removed. Because this is a painted body panel, you may want to consider covering it with masking tape for the disassembly/assembly process to prevent any scratches.



- 2) Begin by removing the rear license plate. Next, along the bottom of the bumper fascia there are several screws that secure the lower edges. Remove all of these screws (save all fasteners for reassembly).



- 3) On outside ends of each side of the bumper fascia there are small, plastic vertical grates that must be removed. These are held in place by small clips. Use a small screwdriver to carefully pop these out. At the bottom, where the red and black panels touch, they clip together. Use a small flat blade screwdriver to carefully separate them.



- 4) On each side of the bumper fascia there is a thin horizontal red reflector that must be removed. It is held in place with clips. Use a small flat blade screw driver to very carefully pop out these two reflectors. Once the reflectors are removed, you will see two hex bolts that secure the fascia to the bumper frame. Remove these two bolts along with two that are located under where the license plate was mounted.



- 5) In the cavity just above the exhaust tips, there are two last hex bolts that need to be removed. At this point the panel is ready to be removed. We'd recommend that you have a helper for this part. The panel is secured along the top edge with clips. Grasp the panel at one end through the vertical slot and carefully pull it out. This will take a little muscle and finesse but it should pop right off. Once it's off, place it in a safe area out of the way.



- 6) This is what things should look like now. Now you need to start working under the car so either put the car on a hoist, or put the rear of the car on jack stands or ramps. At the rear, between the two factory mufflers you will find that they are connected by small brackets that are secured with small hex bolts. Remove these so that the mufflers can be removed separately.



- 7) Just forward of the rear sub-frame and axles you will find a clamp connection on each of the pipes. Loosen the nut on each of these clamps.



- 8) Above the outer edge of each muffler there is a hanger bracket bolted to the frame that supports the muffler. Remove the bolts that secure one side. Once it's off you should be able to wiggle the muffler assembly loose from the front connection and then out from over the axle. Repeat for the other side. Slip the hanger brackets off the original mufflers and slip them on to the new mufflers.



- 9) Now it's time to start the reassembly process. Position one muffler at a time, up over the axle into the clamps connection. Re-use the original bolts to secure the rear hanger bracket up to the frame.



- 10) Once both mufflers are in place and supported, there are small brackets at the rear that will connect them together. Use the two supplied button head bolts, nuts and washers for this purpose.

- 11) The remainder of the installation is basically the reverse of the steps in the removal process. Once the rear fascia is back in place, you can go back and make any necessary adjustment to the alignment of the mufflers/tips before securely tightening down the inlet clamps and rear button head bolts.