



## 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](http://CORSAPERFORMANCE.COM/WARRANTY)**



For Full-Color Installation Instructions, Please Visit:

**[CORSAPERFORMANCE.COM](http://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**



## 1999 & Newer Cadillac Seville / 2000 & Newer Cadillac DeVille Dual Rear Exit Exhaust System w/ Twin Pro-Series 3.5" Tips Installation Instructions

**Tools Needed:** Safety Glasses, 7/8-inch open-end wrench, 13mm deep socket, 15mm deep socket, Socket Extension, Tape Measure, Saw or chain-style pipe cutter and Torque wrench

Please be sure to review the attached 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. Do not attempt to make any modifications to parts as this will void your warranty.

All Torca 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.

### C A U T I O N

Prior to installation, be sure your vehicle is parked on a level surface, and the exhaust system is cool. For safety purposes and ease of installation, we urge you to take your vehicle to a qualified service center or muffler installer that employs the use of a lift.

### Exhaust System Removal:

For ease of installation and safety concerns, the use of a lift is recommended and be sure to wear safety glasses.

**Prior to installation, be sure vehicle is parked on a level surface and the exhaust system is cool.**

1) After your vehicle is properly secured and there is enough clearance to work from under the vehicle, the first step is to remove the oxygen sensor located between the catalytic converter and the center muffler - (See Fig. A). Use a 7/8-inch open-end wrench to remove the threaded sensor (See Fig. B).

2) The next step is to determine where to cut the connecting pipe between the catalytic converter and center muffler. Using a tape measure, measure from the front edge of the catalytic converter flange (See Fig. C) back **20 INCHES for the STS or 18-1/2 INCHES for the DTS** and mark the connecting pipe - (See Fig. D).

**NOTE: Recheck your measurement**

3) Using a saw or chain-style pipe cutter, cut the connecting pipe at the 20-inch or 18-1/2 inch mark depending on vehicle – (See Fig. E).



FIG. A



FIG. B



FIG. C



FIG. D



FIG. E

- 4) The next step is to remove each rear muffler from its hanger bracket. Use a 15mm socket wrench to remove the nut holding the top of the rubber insulator to the hanger bracket shaft.

**NOTE: Be sure to keep the rubber insulator and nut from each rear muffler as they will be needed for the installation of your new mufflers.**

- 5) Next, slide one of the rubber insulators off the Intermediate Pipe hanger bar (See Fig. F).
- 6) Now the complete exhaust system can be removed as one piece. Once the system is removed, slide the rubber insulator off each muffler hanger (See Fig. G).



FIG. F



FIG. G

## Exhaust System Installation:

- 1) Remove all new exhaust system parts from the shipping cartons including clamps. NOTE that there are six (6) 2 1/2-inch heavy duty TORCA clamps and one (1) 2 5/8-inch band clamp.

**INSTALLATION NOTE:** Be sure to apply the anti-seize lubricant that has been provided to all bolts, fasteners and clamps. A pouch with anti-seize lubricant is included with the hardware kit. Apply the supplied anti-seize lubricant to the threads ONLY of all TORCA band clamps. Failure to follow this procedure can cause the nuts to seize on clamps and potentially damage threads. **WARNING:** Be sure to thoroughly clean hands after use. Anti-seize lubricant will tarnish stainless steel parts.



FIG. H

- 2) Locate the round Center Muffler and the supplied 2 5/8-inch (One) band clamp. Slide the clamp over the "slotted", or "expanded" end of the muffler and slide the muffler over the catalytic converter outlet. Snug fit the clamp - DO NOT TIGHTEN CLAMP - (See Fig. H) **NOTE: Use file to remove any burrs from the factory connecting pipe.**
- 3) Locate the Intermediate Pipe and slip a 2 1/2-inch TORCA clamp over the "slotted", or "expanded" end of the pipe. Next, slip the "slotted" end of the pipe over the Center Muffler outlet - (See Fig. I) making sure the "hanger bar" that is welded on the Intermediate Pipe is facing down and snug fit the clamp - DO NOT TIGHTEN CLAMP.
- 4) Next, slide the Intermediate Pipe "hanger bar" into the rubber insulators still mounted to the frame hanger unit - (See Fig J & K).
- 5) Locate the "Y" Pipe and slip a 2 1/2-inch TORCA clamp over the "slotted" or "expanded" end (See Fig. L) and slide the end of the Intermediate Pipe into the "Y" Pipe (See Fig. M). Check to make sure the "Y" Pipe is level and snug fit the clamp - DO NOT TIGHTEN CLAMP.
- 6) Next locate the PASSENGER SIDE muffler (marked) and slide the factory rubber insulator on the muffler hanger. - (See Fig. N). Repeat the same step for the DRIVER SIDE muffler.



FIG. I



FIG. J



- 7) Take the PASSENGER SIDE muffler and slide the rubber insulator on to the hanger bracket shaft (**See Fig. O**) and secure by reinstalling the factory nut on the hanger bracket shaft (**See Fig. P**). Repeat the same step for the DRIVER SIDE muffler.

**NOTE:** Both the DRIVER and PASSENGER SIDE muffler hangers should be pointing in towards the center of the vehicle.

- 8) Slide a 2 1/2-inch TORCA clamp over the "slotted" inlet of each muffler and slide the "Y" Pipe into each muffler inlet – (**See Fig. Q**). Slide clamp over connection and snug fit - **DO NOT TIGHTEN CLAMP**.

- 9) After a visual inspection, now begin tightening the clamps (**See Fig. U**) on both sides of the Center Muffler and the Intermediate Pipe and reconnect and tighten oxygen sensor (**See Fig. R**).

**Torque Setting: 45ft.-lbs.**

- 10) Next, slide a 2 1/2-inch TORCA clamp over each of the muffler tail pipes – (**See Fig. S**). Slide the PASSENGER SIDE (marked) exhaust tip assembly over the muffler tailpipe and snug fit the clamp - (**See Fig. T**).

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. Do not attempt to make any modifications to parts as this will void your warranty.

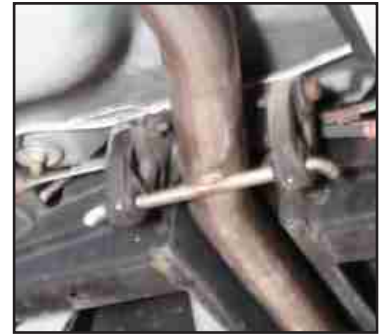


FIG. K



FIG. L



FIG. M



FIG. P



FIG. Q



FIG. N



FIG. R



FIG. S



FIG. O

- 12) Repeat the same steps for the DRIVER SIDE exhaust tip assembly.
- 13) Now, visually inspect how each muffler is positioned, alignment of the exhaust tips and check for clearances. Make any needed muffler adjustments at the point where each muffler connects to the "Y" Pipe and tighten clamps.
- 14) After leveling and making fore and aft adjustments to the Exhaust Tips and checking tip-to-bumper clearance, tighten clamps (**See Fig. U**).  
**Torque Setting: 45 ft.-lbs.**
- 15) It is MANDATORY that all clamps be checked and tightened if necessary after road testing the vehicle and after system has cooled.



FIG. T

**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 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.

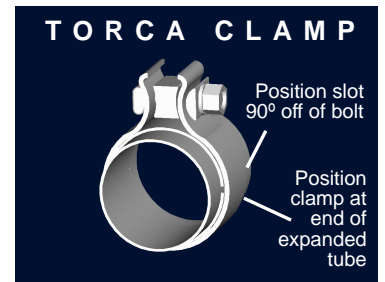


FIG. U

