

2000-2004 Chevy Corvette 5.7L

Warning: When working on, under, or around any vehicle exercise caution. Please allow the vehicle's exhaust system to cool before removal, as exhaust system temperatures may cause severe burns. If working without a lift, always consult vehicle manual for correct lifting specifications. Always wear safety glasses and ensure a safe work area. Serious injury or death could occur if safety measures are not followed.

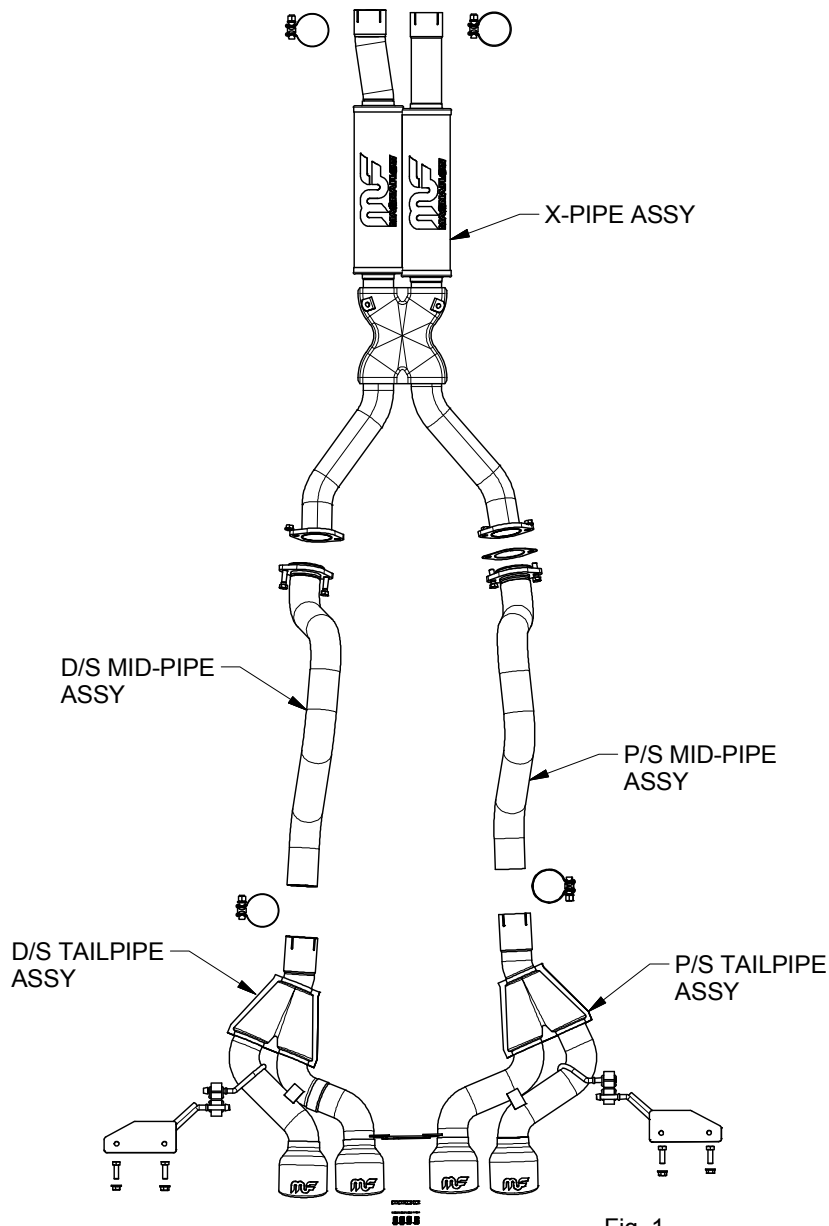


Fig. 1

Step 1: (Carefully read all instructions before installation) Begin removal of the OEM system by removing the (4) swaybar mounting bolts at the rear of the transmission. Do not discard these fasteners, as you will need them to re-mount the swaybar. Unbolt the mufflers from the catalytic converter extension pipes at the 2-bolt flanges. Remove the mufflers from the OEM rubber insulators (Removal of the passenger-side heat shield will aid in extraction of the muffler.) Do not damage the OEM rubber insulators, as they will be re-used to mount the new system.

Step 2: To remove the OEM H-pipe, you will need to cut the extensions in two places. Measuring from the driver's side the pipe will be cut approximately 2.0" from the edge of the O2 sensor boss. The Passenger's side pipe will be cut approximately 2.5" from the same place. (See Figs 2 and 3). Do not discard the the OEM H-Pipe hanger fasteners, as they will be re-used to mount the muffler assembly. Deburr the extensions you cut that are still on the vehicle to aid in installation of the muffler assembly.

Step 3: Begin installation of the new system by installing the Hanger Bracket assemblies and rubber insulators as shown in (Fig. 4). Then fit the tip assemblies hangers into the rubber insulators mounted on the threaded hanger. Next, slide the inlets of the new X-Pipe assembly over the catalytic converter extensions using the supplied clamps and loosely re-install the OEM H-pipe hanger fasteners to help hold the muffler assembly in place. Fit the Mid-Pipe assemblies into place over the half-shafts, and loosely fasten to the X-Pipe assembly using the supplied fasteners and gaskets. Next attach the inlet pipes of the tip assemblies onto the outlet pipes of the Mid-Pipe assemblies using the supplied 2.50" clamps. Lastly you will need to fasten the two tip assembly brackets together using the provided fasteners and Magnaflow logo brace. (Fig. 5)

**** Magnaflow Performance Exhaust recommends professional installation on all their products**

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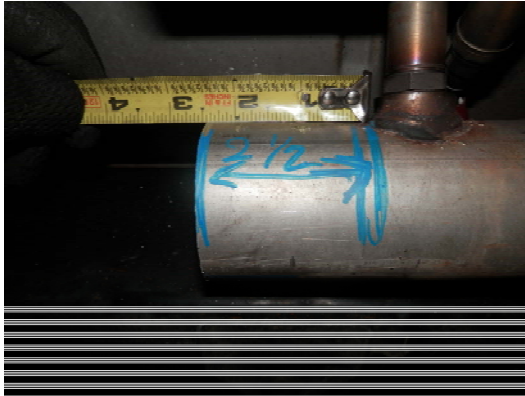


Fig. 2



Fig. 3



Fig. 4

Step 4: With all components mounted loosely, adjust the system for overall aesthetics and clearance of frame & bodywork. (MAGNAFLOW recommends at least 1/2" of clearance between the exhaust system and any body panels to prevent heat-related body damage or fire.) Now the muffler assembly can be tack-welded to the catalytic converter extensions. Once the muffler assembly is tack-welded to the converters, you will have to unbolt the catalytic converters from the exhaust manifolds and lower the entire exhaust system. This will allow enough space to properly finish-weld the muffler assembly to the catalytic converters. The catalytic converters can then be refitted to the exhaust manifolds (Refer to the car's shop manual for proper torque specifications).

Step 5: Once a final position has been chosen for the new system, evenly tighten all fasteners from front to rear. The supplied band clamps must be VERY tight to properly align the pipes and prevent leaks (Approximately 40ft-lbs). U-bolt clamps should be tightened to approximately 30-35ft-lbs. Inspect all fasteners after 25-50 miles of operation and retighten if necessary.



Fig. 5

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