



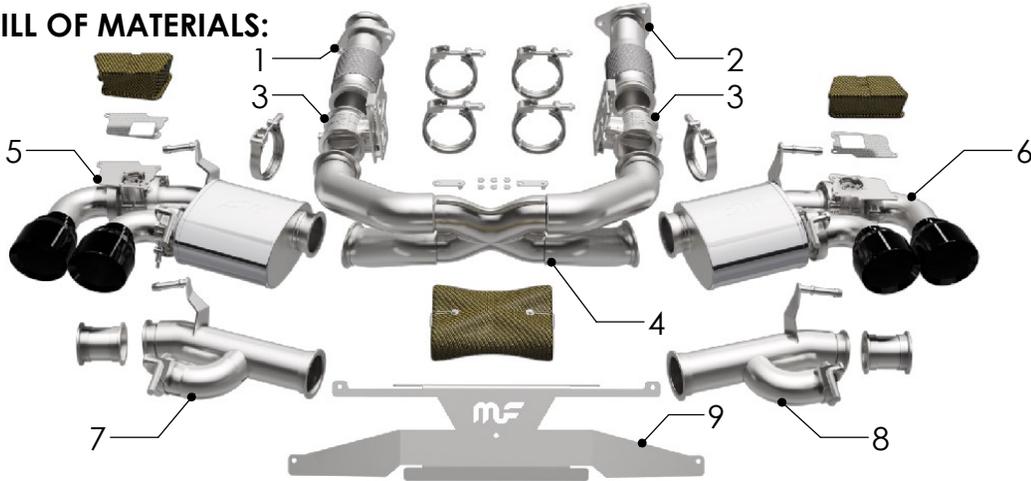
INSTALLATION INSTRUCTIONS



CHEVROLET CORVETTE C8 xMOD

PART NO. 19545

BILL OF MATERIALS:



1. Inlet Flex Assy D/S
2. Inlet Flex Assy P/S
3. [2] 3.00" Valve Assy
4. X-Pipe Assembly
5. Muffler/Tip Assy D/S
6. Muffler/Tip Assy P/S
7. Muffler Delete D/S
8. Muffler Delete P/S
9. Rear Heat Shield



WEAR SAFETY GLASSES



READ INSTRUCTIONS THOROUGHLY BEFORE INSTALLING PRODUCT



SPRAY LUBRICANT

To ease removal of existing exhaust components (especially on older vehicles) spray penetrating lubricant on all fasteners and hangers/insulators that will be loosened or removed and let soak before disassembly.

HARDWARE KIT:

1. [6] 3.00" Clamp
2. [2] Valve Delete Pipe
3. [2] Valve Control Lever
4. [6] M6 Flat Washer
5. [2] Valve Gasket
6. [2] Motor Blanket

MINIMUM REQUIRED TOOLS:



7,13,15 mm
T-25, T-15 Torx



Hanger Tool
(Or Pry Bar)

MAGNAFLOW RECOMMENDS PROFESSIONAL INSTALLATION ON ALL THEIR PRODUCTS



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.

ATTENTION: Always install any supplied band or U-bolt clamps to the proper torque specifications of 40-45 ft-lb for band clamps and 30-35 ft-lb for U-bolt clamps. Over tightening will result in the clamps breaking and will NOT be warranted by MagnaFlow.

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Step 1. Remove the OEM system by first removing both rear wheels. Next remove the wheel well covering by removing (5) 7mm hex head screws forward and rearward of the wheel well.



Step 2. Remove the Splash Guard Trim by gently pulling to release the retaining clips.



Step 3. Remove the 4 push pin clips attaching the wheel well liner.



Step 4. Remove (11) T-15 Torx head screws securing the wheel well trim.



Step 5. The wheel well trim can now be removed. Duplicate the process for the other side.



Step 6. Next remove the rear sub-frame underside cover by removing (11) 7mm hex head screw and (1) push pin clip.

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Step 7. Remove the secondary covering attached to the rear valance by removing (4) T-15 Torx head screws and (2) push pin clips..



Step 8. The bumper and rear valance must be removed together. First remove the 10mm nut attached to the smog pump on the passengers side of the vehicle.



Step 9. Remove the 7mm hex bolts, two per side.



Step 10. Open the rear Deck Lid/Engine Bay Cover and remove the (16) T-15 Torx head screws.



Step 11. Disconnect the three harness plugs for the rear lights. The rear bumper and valance can now be removed.

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Step 12. Unplug both of the rear valve motors.



Step 13. Remove the (4) 13mm bolts attaching the two rear hanger brackets.



Step 14. Once the hanger brackets have been removed the exhaust system will drop enough to allow access to the front valve motors. Disconnect both valve motors.



Step 15. The exhaust inlets connected to the catalytic converters are now accessible. Remove (2) 15mm hex nuts from the drivers side and (3) 13mm hex nuts from the passengers side inlet flanges.



Step 16. Support the OEM exhaust system as you disengage the drivers and passengers side hanger rubbers. The OEM system can now be removed. With the OEM system removed unbolt the valve motors from each valve. Retain all mounting hardware as it will be needed to install your new **MAGNAFLOW** system.

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Step 17. Now that the OEM exhaust is removed from the vehicle the valve motor control arm will need to be removed. Uncouple the ball from the socket of the linkage arm. Next, remove the screw attaching the control arm using a T-25 Torx bit.



Step 18. Remove the three screws attaching the valve motor to the OEM valve. Remove the valve motor and heat shield.



Step 19. Account for the parts you will need to assemble the Inlet Valve assembly. MF 3.00" Valve, OE Valve Motor, OE Adjustable control arm, MF control arm, MF Heat Blanket and [4] OE screws.



Step 20. Place the OE valve motor into the MF valve heat blanket as shown. Align the three holes in the motor, heat blanket and valve top plate. Secure using the three OE screws.



Step 21. Attach the MF control arm to the OE valve motor as shown using the remaining OE screw.

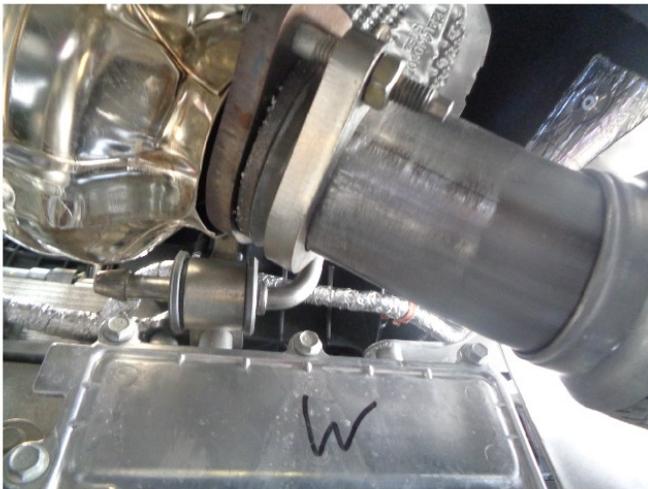
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Step 22. Attach the OE adjustable control arm ball sockets to the ball ends of the MF control arm and valve assembly.



Step 25. Reconnect both electrical connectors to the valve motors. Close the Heat Blanket.



Step 23. Loosely attach both Inlet Pipe Assemblies to the vehicles catalytic converter outlets (D/S shown).



Step 26. The X-Pipe Assembly comes with a Heat Blanket installed as shown.



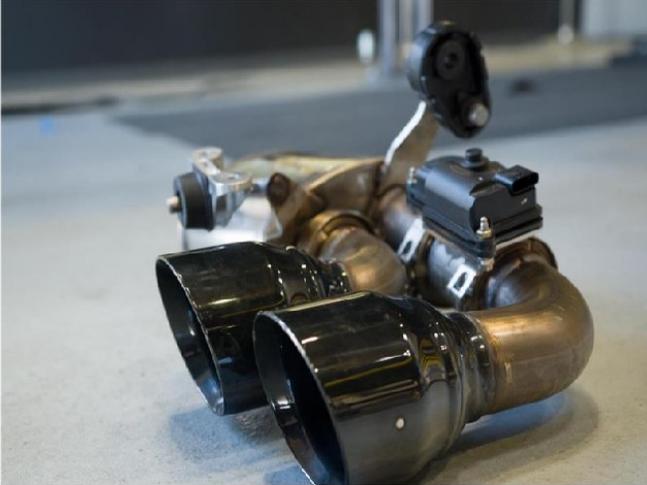
Step 24. Attach both valve assemblies to the installed Inlet Pipe Assemblies using the supplied clamps.



Step 27. Loosely attach the X-Pipe Assembly to the valves you just installed using the supplied clamps.

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Step 28. Place the supplied valve gasket between each valve and valve motor. Secure the OE valve motors to both Muffler/Tip Assemblies using the OE hardware.



Step 30. Install the Rear Fascia Heat Shield by removing [4] bolts attaching the mesh. Locate the holes in the heat shield and secure using the OE screws.



Step 29. Reattach both hanger brackets with the OE hardware.



Step 31. All clamps and fasteners may now be tightened to the specs on the first page of this document. Reconnect the tail lights and reinstall the rear bumper, valance and wheel well covers in the reverse order of the removal process. Reinstall all underbody panels in reverse order of installation.



Step 30. Loosely install both Muffler/Tip assemblies to the X-Pipe Assembly. Loosely secure using the supplied clamps. Engage the welded hangers to the rubber insulators.

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Step 32. The install process is now complete. After approximately 50 miles re-tighten all fasteners and clamps to the torque setting in the first page of this document.

PLEASE NOTE: Your exhaust Heat Blankets will smoke when they get hot for a short period of time after initial installation. The smoke is caused by binders (starches) burning off. It is non-toxic, and is a part of the curing process. If the securing wire on the X-Pipe assembly needs to be replaced use a HIGH TEMPERATURE wrapping wire, e.g. .032" 600 Inconel wire.

IMPORTANT



Need assistance?

Scan code using your mobile device to visit our help center for instant answers to common questions

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