



## C5 3" AXLEBACK EXHAUST INSTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works 3" Muscelflow exhaust for your C5 Corvette. We have gone to great pains to make sure that our exhaust systems fit and sound great. Please follow these steps to ensure that your installation goes as planned.

1. These installation instructions assume that you have factory H-pipe or the factory location for the two-bolt flange in front of the rear differential on your C5. If you are using a non-factory x pipe without the two bolt flange you will have to cut and weld the exhaust system to meet your connection to the mid section. You should have a qualified shop perform your cutting and welding to expedite the installation.
2. Remove the factory exhaust by loosening the two bolts on the flange in front of the rear axle on each side and cutting the over axle pipes. If you do not want to remove the over axle pipes, you can loosen and rotate the rear sway bar to facilitate removal.
3. Installing the 3" exhaust is best performed on a lift by a qualified technician. The rear axle should be at full droop to allow the over axle pipes to be inserted first. Make sure that the vehicle is well supported before working underneath.
4. Install the mufflers in the factory location using the factory rubber hanger. Slip the over axle pipes into the elbow on the muffler inlet. We recommend using high temp red RTV or muffler cement at all joints to prevent leaking, and also placing a small tack weld at each joint to secure the exhaust system once in place for extra security. Do not tack weld or tighten clamps until the system is in place.
5. Install the front lead pipes into the over axle pipes, and secure in place using the supplied band clamps. Loosely snug the two bolts that connect the rear flange to the two-bolt joint.
6. Install the rear tips and rotate to the proper angle. Make sure to have adequate clearance around all wires, hoses and lines. **If anything is in contact with the exhaust system, it will melt.** Make sure to have at least 1/2" of clearance and wrap any suspect areas with DEI thermal barrier wrap. The 3" system fits tightly on a C5, so make sure that you do have adequate clearance.
7. After all pipes are lined up, tighten all clamps. We do highly recommend placing a small tack weld at each joint for added security. If you do not wish to tack weld the joints, you may want to cut a small 1/4" long slot in 4 places around each expanded joint for added clamping-this can be done with a hacksaw or air powered whiz-wheel cutter (make sure to remove any debris or burrs from inside the pipe).
8. After double-checking for clearance and making sure all lines, wires and hoses are secured, drive the car for 10-20 miles and re-check all clamps and clearances.

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