

2018 FORD MUSTANG GT

CORSA[®]
PERFORMANCE



IMPORTANT! WARRANTY AND INSTALLATION INSTRUCTIONS

Please Forward All Information to Consumer

Be sure to review the enclosed instructions prior to beginning the installation process. If you have any questions about the enclosed parts or instructions, or if you encounter a problem during installation:

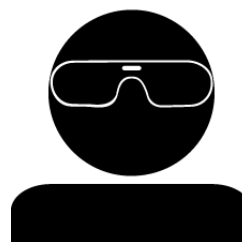
CALL TECHNICAL SUPPORT: 440.891.0999 or 800.486.0999

**TO ACTIVATE YOUR WARRANTY GO TO:
CORSAPERFORMANCE.COM/WARRANTY**

COLOR INSTRUCTIONS ARE AVAILABLE BY PART NUMBER ON: CORSAPERFORMANCE.COM



NEVER work on a hot exhaust system.
Allow time for the vehicle to cool.



Always wear eye protection
when working under a vehicle.

INSTALL DIFFICULTY  

RECOMMENDED TOOLS & SUPPLIES

- 3/8" Drive Ratchet
- 3/8" Drive Torque Wrench
- 3/8" Drive 10mm Socket
- 3/8" Drive 11mm Deep Socket
- Flat Head Screwdriver
- 3/8" Drive 13mm Deep Socket
- 3/8" Drive 15mm Deep Socket
- Grommet Pullers
- Soap and Water Solution

2018 FORD MUSTANG GT 5.0L V8

3.0" Cat-Back; Dual Rear with Quad 4.0" Tips (Active Valves)

Part #: 21001, 21001BLK, 21001GNM



Please take time to read and understand these installation instructions.

CORSA recommends that the installation of this system be performed by a qualified service center or professional installer who has the necessary equipment, tools, and experienced personnel. However, if you decide to perform this installation yourself, the use of an additional person may be required.

WARNING: Never work on a hot exhaust system. Allow time for the vehicle to cool. Always wear eye protection when working under a vehicle.

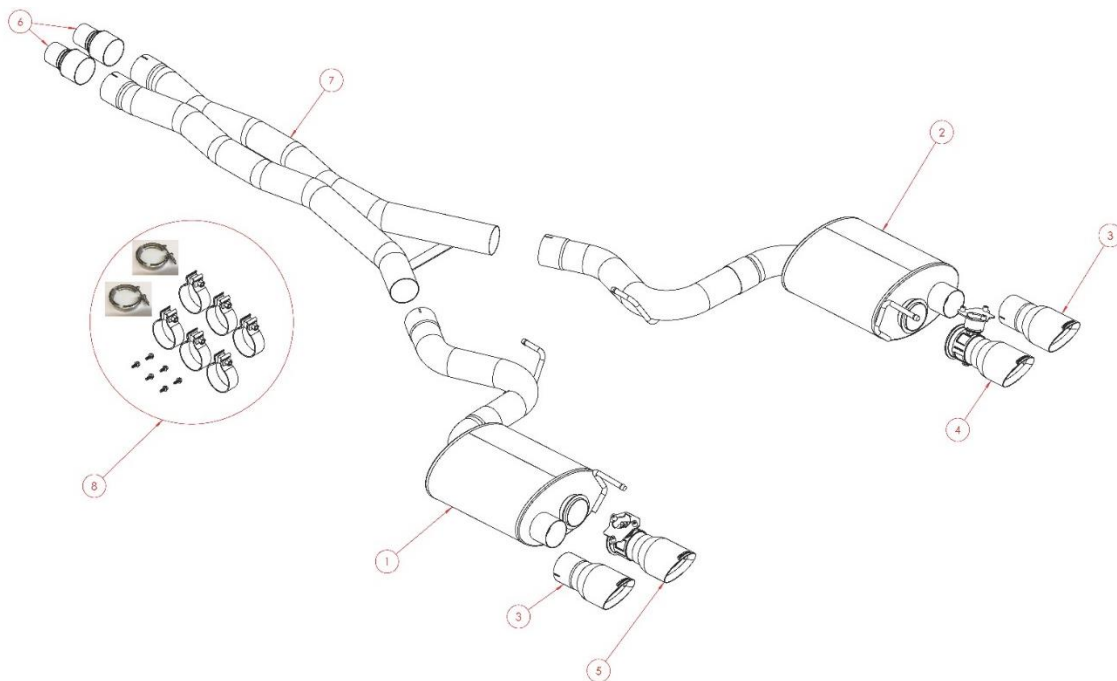
CORSA Performance makes no representation or warranty, expressed or implied that its downpipe or header products and or components there-in comply with federal, state or local emission levels, noise levels, or safety standards or that any of their parts conform with the racing vehicles exemption, unless otherwise noted. The purchaser assumes all responsibility for such use and compliance.

This warranty does not extend to damaged or defect in the finish of a product or to any product, that in the opinion of CORSA Performance, has been misused, damaged by accident or negligence, altered or modified in any way, faulty installation or installed contrary to CORSA installation instructions, or repaired by an unauthorized service facility.

Full warranty available on www.corsaperformance.com

Please confirm that all parts are present according to the bill of materials before beginning the installation.

If something is missing call Tech Support at 440.891.0999 or Toll Free: 1.800.486.0999



BILL OF MATERIALS

1.	Driver Muffler Assembly (20MU2114)	2.	Passenger Muffler Assembly (20MU2115)
3.	Non-Valve Tip Assembly (20MU3018) (QTY 2)	4.	Passenger Valve Tip Assembly (20MU3019)
5.	Driver Valve Tip Assembly (20MU3020)	6.	Double X-Pipe Front Adapter (20MU4076) (QTY 2)
7.	Double X-Pipe (20MU4078)	8.	Hardware Kit (20MU7056)

CAUTION: Never work on a hot exhaust system. Allow the vehicle to cool for at least an hour and a half. Always wear eye protection when working under a vehicle. It is recommended to use cotton gloves in order to protect stainless steel surfaces from permanent grease and oil stains.

REMOVAL INSTRUCTIONS

FACTORY EXHAUST



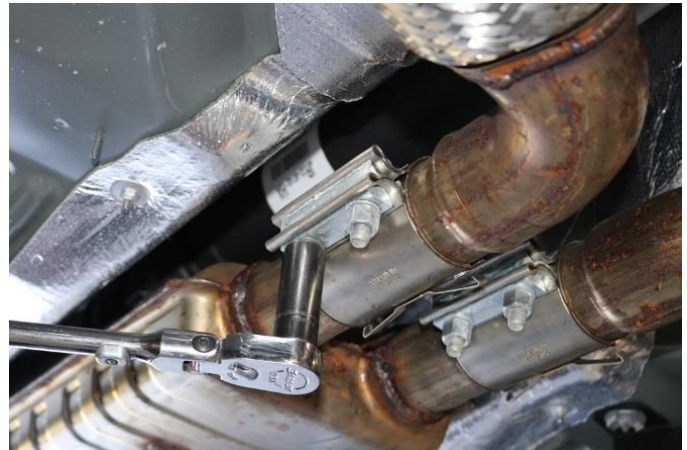
1. Unplug the wire harness from the exhaust valve actuators located on the inner most driver and passenger tips. To release the plug, slide the white locking clip away from the actuator, press down on the clip and slide the plug away from the actuator.



2. Use a plastic fastener removal tool, or a flat head screw driver to remove the driver and passenger side Christmas tree fasteners (holding the valve actuator wiring harnesses to the brackets) off of the exhaust valves.



3. Use a flat head screw driver to pry open the locking spring tab on both of the sleeve clamps at the cat-back connection point.



Use a 3/8" drive ratchet and 15mm deep socket to loosen the two clamps.

NOTE: Both nuts must be loosened for the clamp to fully disengage.

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REMOVAL INSTRUCTIONS

FACTORY EXHAUST



- Use a 3/8" drive ratchet and 13mm socket to remove the bolt holding the driver side hanger grommet assembly. Save bolt for **Install Step 7**. Push up slightly on the exhaust and slide the hanger grommet assembly rearward to free it from the rear suspension sub-frame. Rotate the hanger grommet assembly a minimum of 90° so it will not interfere with the rear suspension sub-frame. Repeat for passenger side.



- Slide the stock exhaust assembly rearward until the stock resonator and sleeve clamps are free from the exhaust manifold pipes. Lower the front of the exhaust then slide it forwards to remove the rear driver and passenger side hangers from their hanger grommets and remove the exhaust from the vehicle.
- Place a piece of tape on each exhaust valve actuator and label them "D" for driver and "P" for passenger side.



- Use a 3/8" drive ratchet and a 10mm socket to remove the three nuts on each actuator. Remove the actuators from their valve assemblies. Place the actuators in a safe location to be used during **Install Step 11**. Install the hardware back onto the studs or store in a safe location since they will **not** be re-used during installation.

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REMOVAL INSTRUCTIONS

FACTORY EXHAUST



- 8.** Remove both sleeve clamps from the stock cat-back and save for **Install Step 1**.



- 9.** Remove the driver and passenger side hanger grommet assemblies from the axle pipe hangers using grommet pullers or a similar device. Save for **Install Step 5**.

NOTE: Remember how the hangers are installed and their position on the stock exhaust, they need to be reinstalled in the same way.

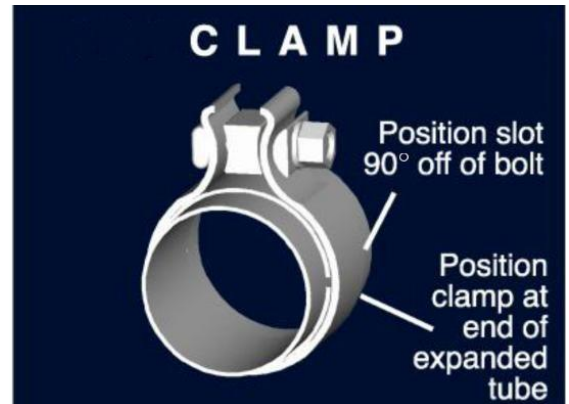
Step 9 concludes the removal of the factory exhaust.

WARNING! DO NOT SKIP THIS STEP!

Apply the anti-seize lubricant (*supplied*) to the threads **ONLY** of all the clamps and flange bolts. Failure to follow this procedure can cause nuts to seize on clamps and potentially destroy threads.

After applying anti-seize lubricant, be sure to **thoroughly** clean your hands, as lubricant will tarnish stainless steel.

All 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 to your vehicle.



NOTE: Align all clamps so that the center of the clamp bolt is 90 degrees from the notch in the pipe.

INSTALLATION INSTRUCTIONS

CORSA EXHAUST



1. Slide the two sleeve clamps from **Removal Step 8** over the stock exhaust pipes. If needed, bend back the locking tab to its original position. Confirm the button on the stock exhaust pipes is positioned correctly within the slots in the sleeve clamps, and the locking spring tab on the clamps is pushed on far enough to engage the button.
2. Slide the two CORSA X-Pipe inlet adapters into the factory sleeve clamps and tighten until they are snug in the clamps using a ratchet and 15mm deep socket.

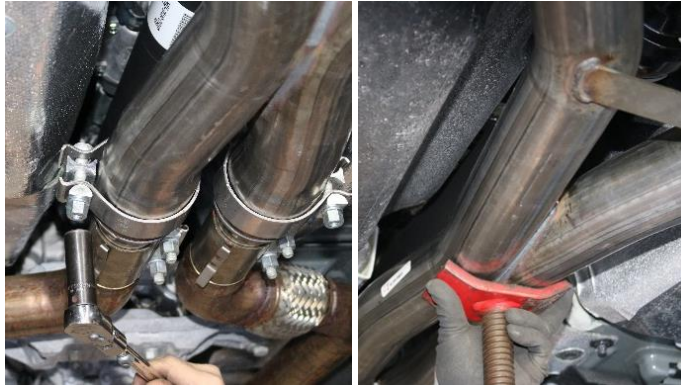


3. Install two 3" clamps on the CORSA X-Pipe inlets so the nut is towards the ground, and the bolt is vertical and towards the outside of the vehicle. Slide X-Pipe inlets over the adapter outlets. Position X-Pipe so its cross-brace is at the rear and facing the ground. Center X-Pipe outlets around the rear differential. Tighten clamps using a ratchet and 15mm deep socket until X-Pipe is snug on the adapters.

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INSTALLATION INSTRUCTIONS

CORSA EXHAUST



4. Tighten the clamps at the front of the X-Pipe using a ratchet and 15mm deep socket until the X-Pipe is snug on the adapters. Place a jack stand or similar device under the X-Pipe for support.



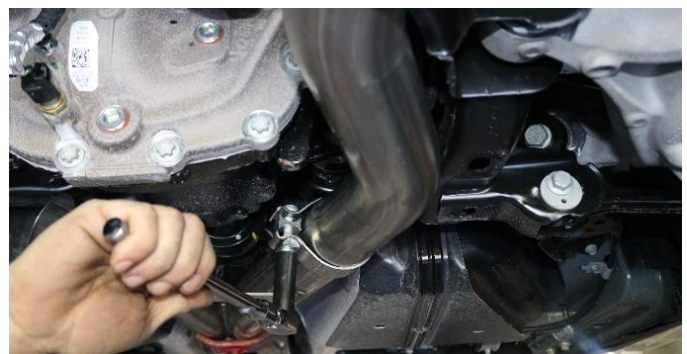
5. Install the passenger hanger grommet assembly from **Removal Step 9** onto the front hanger of the CORSA passenger muffler assembly in the same position as it was installed on the stock exhaust. Install one 3" clamp on the muffler inlet pipe with the nut towards the ground, the bolt vertical and towards the inside of the vehicle.



6. Slide the rear hanger into the passenger rear hanger grommet located just inside the passenger side tip cut out. Slide the muffler inlet pipe over the passenger side X-Pipe outlet.



7. Install the front passenger hanger grommet assembly onto the rear suspension sub-frame and tighten down with the 13mm bolt from **Removal Step 4**, using a 3/8" ratchet and 13mm socket.



8. Tighten the clamp connecting the passenger muffler inlet pipe to the X-Pipe outlet using a ratchet and 15mm deep socket until muffler assembly is snug on the X-Pipe.

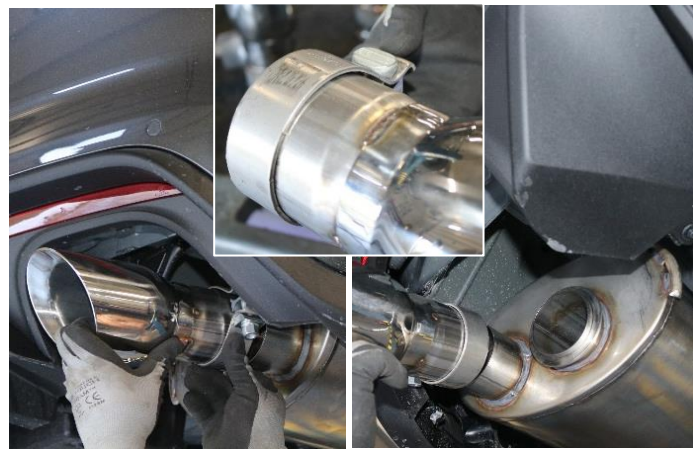
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INSTALLATION INSTRUCTIONS

CORSA EXHAUST



9. Repeat **Install Steps 5-8** on the driver side of the vehicle. Once the system is secure, it is safe to remove the jack stand from beneath the X-Pipe.



10. Install one 3" clamp on passenger non-valve tip assembly inlet pipe with nut towards the inside of the vehicle, bolt horizontal and towards the top. Slide tip assembly over muffler outlet pipe and tighten clamp using a ratchet and 15mm deep socket until tip assembly is snug on muffler outlet pipe. Repeat on driver side.



11. Confirm the spring wire form is correctly positioned on the passenger side stock valve actuator from **Removal Step 7**. Position and install passenger valve actuator onto the CORSA passenger valve tip assembly. Confirm that the spring wire form is located within the grooves of the valve assembly.

NOTE: The passenger valve tip assembly can be distinguished from the driver side by the rotation of the valve relative to the CORSA etch. Hold the tip assembly with the etch position directly on top. The valve will be rotated towards the right for the passenger side tip assembly and towards the left for the driver side.

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INSTALLATION INSTRUCTIONS

CORSA EXHAUST



- 12.** Line up the holes on the passenger actuator to the threaded spacers on the valve assembly.
NOTE: There will be some resistance from the spring wire form as you rotated the actuator into position. This is normal as it applies pressure on the valve plate to the stops and prevents rattles.

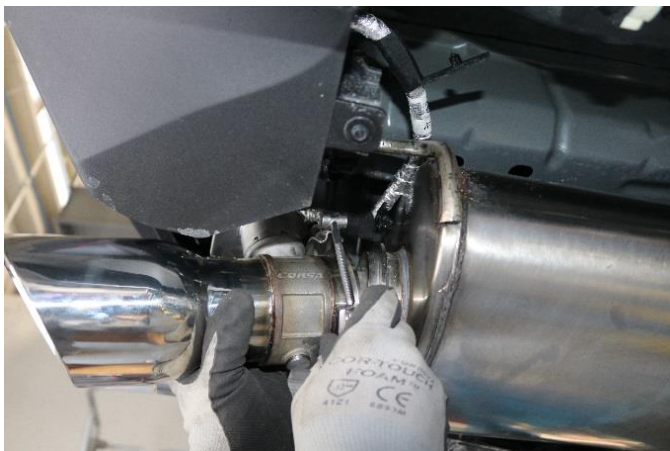
Use a 10mm socket and 3/8" drive ratchet to secure the valve actuator with the three provided M7 bolts with a blue Loctite patches. Once the actuator is secure, remove the "P" label from the actuator. Repeat **Install Steps 11-12** for the driver side valve tip assembly.



- 13.** Reposition the driver and passenger valve actuator harnesses over their corresponding muffler hangers.



- 14.** Connect the driver side harness into the actuator mounted to the driver valve tip assembly by pushing the plug until you hear a click, followed by the white locking clip.



- 15.** Mate the v-band flange on the driver valve tip assembly to the flange on the muffler. Align and position the v-band flange so both flanges are fitted within the grooves of the clamp. Reinstall the lock nut and snug the clamp using an 11mm deep socket and 3/8" drive ratchet. The clamp should be positioned with the lock nut towards the inside of the vehicle, the bolt on top and horizontal.



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INSTALLATION INSTRUCTIONS

CORSA EXHAUST



- 16.** Repeat **Install Steps 14-15** for the passenger side valve tip assembly.



- 17.** Adjust the system accordingly, including the front adapter overlap on the stock sleeve clamp, the rear muffler depth and rotation, along with the tip depth and rotations, so that the tips are centered in the bumper valence. Rotate the tips so the CORSA etch is on top. Check the position of all hangers to make sure they are properly seated within their corresponding grommets. Check clearances between the system components and chassis. At this time, tighten the v-band clamp to 10ft-lbs and all other clamps to 45ft-lbs using the torque wrench and 15mm socket. Start the vehicle and cycle the exhaust modes from Quiet to Track. This concludes the installation of your CORSA Performance exhaust system.

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 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.

NOTE: It is strongly suggested that all clamps be checked and tightened after road testing the vehicle once the system has cooled.