



IMPORTANT WARRANTY & INSTALLATION
INSTRUCTIONS ATTACHED

*Please Forward All Attached Information to Consumer
Warranty Not Valid Unless Returned to CORSA Performance*

We ask that you take a few moments to complete our warranty registration form:

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



**For Full-Color Installation Instructions, Please Visit:
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

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; experience installing off-road products, the necessary equipment, tools, and experienced personnel. In order to increase the vehicle's performance this system was engineered differently from the vehicle's stock headers. Take particular care to ensure proper clearance of all lines, hoses, and cables.

WARNING: Do not allow anything to touch or be in close proximity to this system.

CORSA Performance makes no representation or warranty, express or implied that its products comply with federal, state or local emission levels, noise levels, labeling laws, 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. Warranty does not extend to misused, damaged by accident or negligence, altered or modified, or faulty installed parts. CORSA Performance accepts no responsibility for any costs or grievances incurred by failure of parts.

WARNING: CORSA Performance Headers are intended for off-road use only. Products are not legal for sale or use in the state of California, or in states that adopt California Air Resources Board emission standards.

NOTE: This instruction sheet assumes that the **CORSA Performance** X-Pipe (CORSA Part Number: 14761) is installed in conjunction with the CORSA long tube headers. It is possible to install CORSA Headers with the factory X-Pipe. May fit to other systems with modifications.

CORSA's warranty does not extend to damage 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 Performance[®] installation instructions, or repaired by an unauthorized service facility. Full warranty available on www.corsaperformance.com

NOTE: Individual vehicle variations and stock header differences can impact the order of installation. The directions provided will assist in removal and CORSA installation. Please contact a CORSA representative with any concerns.

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 440.891.099 or Toll Free: 1.800.486.0999

Recommended Tools:

- 3/8" drive ratchet
- 3/8" drive torque wrench
- 3/8" drive metric normal and deep socket sets
- 3/8" drive ratchet extensions – 3", 6", & 12"
- O2 sensor socket or 22mm wrench
- Spark plug socket
- Metric box & open end wrench sets
- Small pick or similar tool
- Soap and water solution
- Safety glasses

Part Number 16004 (2014-2018)



Header Bill of Materials

Long Tube Header (<i>Driver</i>)	1	Long Tube Header (<i>Passenger</i>)	1
Extension Elbow Pipe with O2 Bung (<i>Driver</i>)	1	Extension Elbow Pipe with O2 Bung (<i>Passenger</i>)	1
Cable Ties	4	Clamps	2
Header Gasket (Stainless Steel)	2	M8 Header Bolts	10
M10 Nuts	4	M10 Bolts	4
Heat Shield		Graphite Donut 3.0" Gaskets Kit	

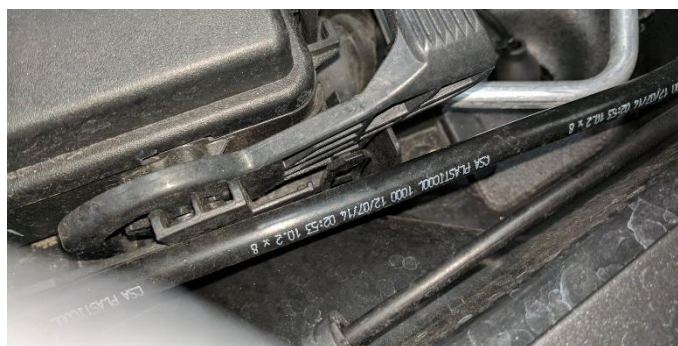
NOTE: This system was designed to connect to CORSA X-Pipe PN: 14761 and CORSA Cat-Back PNs: 14762, 14763, 14764, 14765, 14766, 14767, 14768, and 14769. Tip color does not affect fitment. The need for additional modification and fabrication may arise. The vehicle owner assumes all responsibility for subsequent fitment issues.

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 the stainless steel surface of the header from permanent grease and oil stains.

NOTE: Lift the vehicle using a hydraulic lift or jack and jack stands. A lift is strongly recommended because three (3) feet or more is needed to install the driver side header from the underside.

Removal Instructions

1. Situate the vehicle in a location where it can be easily lifted. The first steps of the removal process will render the car inoperable until the installation process is complete. Ensure the car is positioned properly on a hydraulic hoist or in a position where a jack and jack stands can be used. **NOTE:** Roughly three (3) feet of clearance is needed to install the headers from the underside of the vehicle.

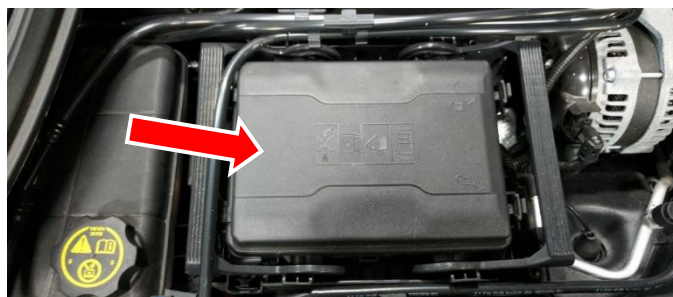


3. Gently remove all plastic tubes from their clips on the edges of the fuse/terminal block and tray/connector.



5. Locate the black hood at the back of the tray. The plastic is rigid and hard to open. Squeeze the hood and push it forward in the vehicle to release the tab at the rear.

FACTORY MANIFOLD



2. Start on the passenger side of the engine bay and locate the fuse/terminal block.



4. Gently unlock the fuse box handles from the tray and bring them together in the middle.

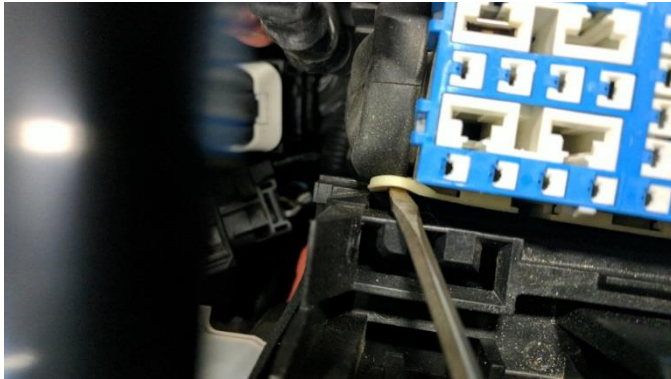


6. Remove the nut on the battery cable, using a deep 13mm socket and ratchet. **Save nut for reinstallation (Install Step 22).** Remove the wires. **PRO TIP:** Reinstall the nut on the stud to prevent losing it.

Continued on Next Page . . .

Removal Instructions

FACTORY MANIFOLD



7. In the fuse box, locate the tabs securing the five wiring harness bundles to the bottom of the tray. Release them with a fingertip or carefully using a small flathead screwdriver or pick.



8. Release the tab on each connector. Slide it toward the front or rear, and lift it out of the tray.



9. Once the connectors are removed, locate the three nuts securing it to the frame rail. Remove the nuts using a 10mm socket, extension, and ratchet. **Save the nuts for reinstallation (Install Step 20).** Carefully release the clamp for the AC line at the front of the fuse box tray. Carefully remove the fuse box tray from the vehicle. **Save for Install Step 20.**

10. Locate the coolant reservoir near the oil sump tank. Remove the bolt near the firewall securing the coolant reservoir using a 10mm socket, extension, and ratchet. Locate and remove the nut securing the front bracket of the coolant reservoir, and free the reservoir from the front stud. This will create more clearance when removing the rear bolts on the factory manifold and installing the CORSA Performance Headers. **Save bolt, nut, and bracket for reinstallation (Install Step 19).**

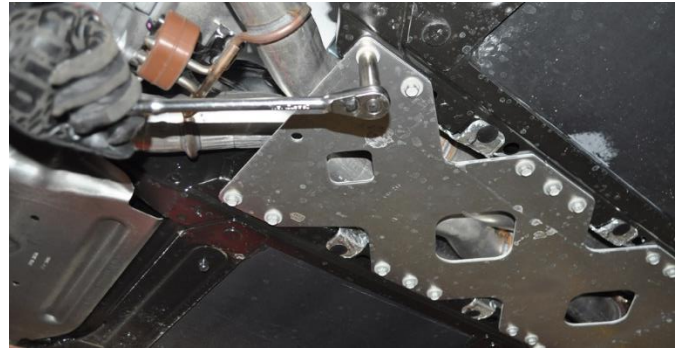
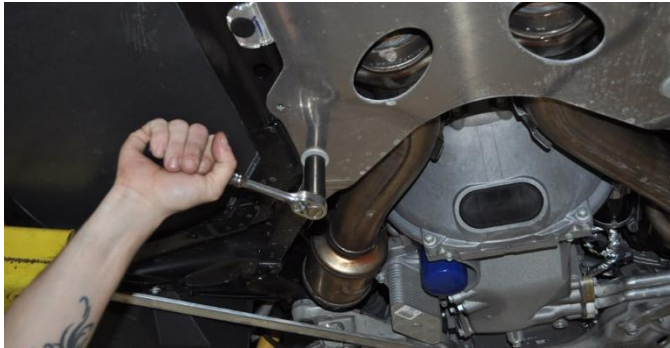
11. Remove the spark plug wires and spark plugs from both sides of the engine using a 5/8" spark plug socket, 3" extension, and ratchet. **Save for reinstallation (Install Step 18).** Remove the three bolts securing the heat shield on the passenger side factory manifold using a 10mm ratcheting wrench or ratchet. Save heat shield if returning to stock. **PRO TIP:** Remove the plastic fuel rail and coil pack covers to create more clearance and make it easier to see. Use a T40 Torx bit to remove the two bolts on each cover. Disconnect vent lines as necessary.

12. Remove the bolts securing the factory manifolds to the head using a 14mm socket and ratchet. Save if returning to stock. **PRO TIP:** Do this now to reduce the need to raise and lower the vehicle multiple times while alternating between the engine bay and underneath the vehicle.
13. Lift the vehicle roughly three (3) feet to have sufficient space underneath to maneuver the headers into place. **PRO TIP:** Use a hydraulic lift or hoist. A jack and jack stands can be used if a lift is not available.

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Removal Instructions

FACTORY MANIFOLD



14. Remove the bolts securing the under tray to the bottom of the vehicle. Two are 18mm bolts near the front and the rest are 13mm. **Save bolts for reinstallation (Install Step 16).** **NOTE:** Two bolts near the middle of the tray are in slotted holes and only need to be loosened, not removed. **WARNING:** Loosening them a few turns allows removal of the tray and should prevent it from falling and causing injury.
15. Locate the two thin cross braces, connecting the subframe to the frame of the vehicle. Loosen the bolts toward the outside using an 18mm socket and ratchet. Loosen and remove the two 18mm bolts on the subframe and then remove the braces. **Save bolts and braces for reinstallation (Install Step 15).**
16. Use a 10mm wrench or socket and ratchet to remove the three bolts securing the heat shield for the starter. **Save for reinstallation (Install Step 7).**
17. Unbolt and separate the steering shaft from the rack. **WARNING: DO NOT rotate the shaft while it is disconnected. It may cause issues with turn signals, horn, and alignment.**



18. Remove the X-Pipe from the vehicle by removing the nuts (**save for Install Step 12**) at the front of the X-Pipe using a 15mm socket and ratchet. **Take care as the manifolds are loose and not connected to the engine.**
19. Support the front of the X-Pipe with a jackstand, screw jack, or similar device. Loosen the clamps at the rear of the X-Pipe with a 15mm socket and ratchet.
20. Remove the two bolts (**save for Install Step 12**) securing the X-Pipe to the transmission bellhousing using a 13mm socket, extension, and ratchet. **Carefully remove the X-Pipe by pushing the mufflers toward the rear and lowering the X-Pipe from the vehicle.** **WARNING:** Ensure the factory manifolds and catalytic converters do not hang on the O2 sensor wires.



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Removal Instructions

FACTORY MANIFOLD



21. Disconnect the front and rear O2 sensors. This allows the manifolds to be separated from the head and lowered slightly. **DO NOT remove from the vehicle.**
22. Remove the old manifold gaskets. **DO NOT damage the sensors when lowering the manifolds in the vehicle.** Use a 15mm socket, ratchet, and extensions to remove the bolts securing the factory catalytic converters to the manifolds. **Carefully remove the manifolds from under the vehicle with the O2 sensors still installed.** Remove the factory manifolds.
23. Label the O2 sensors' position on the connector or the sensor body itself.
EXAMPLE: DR for Driver Rear. PF for Passenger Front.
Remove the sensors from the factory catalytic converters using a 22mm wrench or O2 sensor socket and ratchet.
Save for reinstallation.

Step 23 concludes the removal of the factory exhaust manifolds.

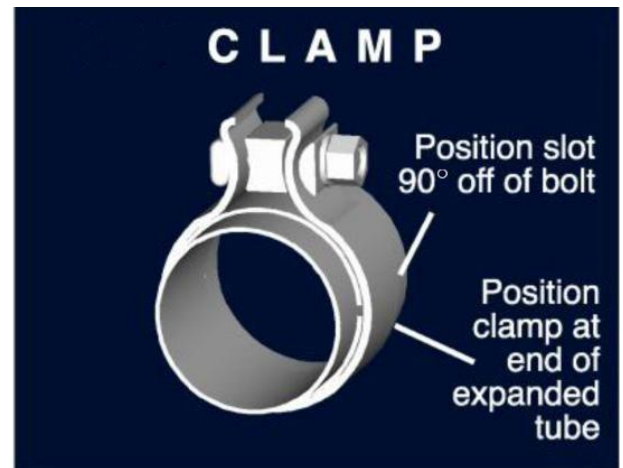
WARNING! DO NOT SKIP THIS STEP!

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.



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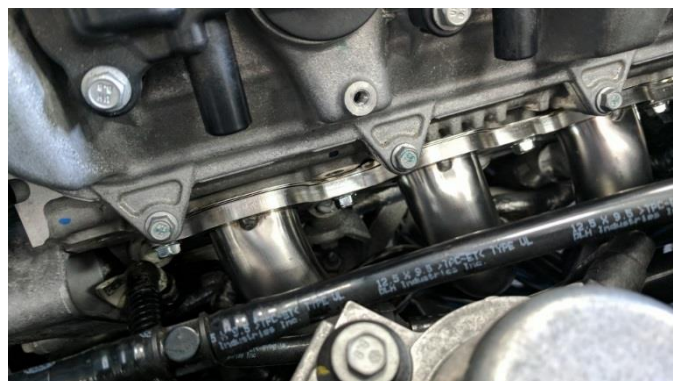
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NOTE: Lift the vehicle using a hydraulic lift or jack and jack stands. A lift is strongly recommended because three (3) feet or more is needed to install the driver side header from the underside.

Installation Instructions

CORSA EXHAUST

1. Remove all exhaust system components from the shipping boxes, including clamps and hardware.
2. Install the heat shield on the steering shaft. Wrap the flexible heat shield around the steering shaft and secure with a couple metal zip ties. **WARNING: Near the top of the steering shaft is an internal plastic component that can be damaged by heat from the headers if the heat wrap is not installed.** Slide the heat shield up as far as it will go, near the firewall.
3. Install the front O2 sensors into the header collectors. **WARNING: They are sensitive electronic components and can be easily damaged.** Ensure the proper side sensor is installed in the correct header.
4. Study the exhaust manifold gaskets included with the hardware kit. Place the gaskets on the header and align the bolt holes. **The gaskets' front and backs ARE NOT symmetrical.** It is possible to improperly install them on the vehicle with four of the five holes lined up, which will **prevent the last bolt from going in.** Ensure you have the proper orientation before bolting the headers to the engine.



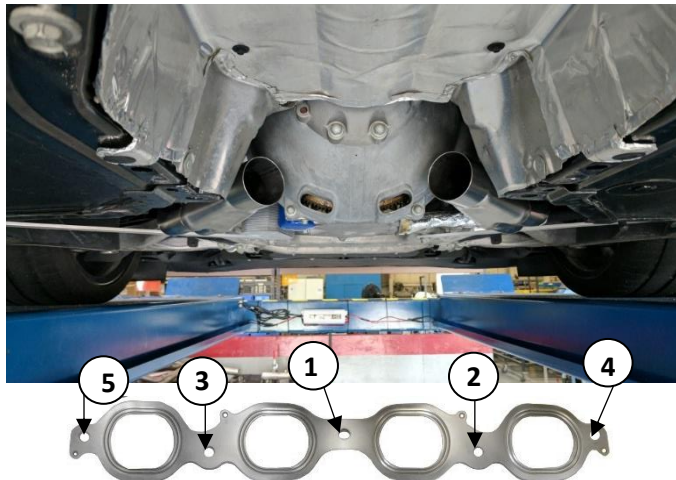
5. Prepare 5 of the header bolts with a small amount of anti-seize to prevent galling of the aluminum head. Lift the driver side header up and align it with the gasket and the head of the engine. **(This step is much easier with the help of another person).**
6. Start the header bolts by hand to ensure they are not cross-threaded. Use a 12mm wrench or socket and ratchet to install them. **DO NOT** fully tighten the bolts at this time. Reinstall the steering shaft and bolt in place.
7. Repeat **Install Step 5** on the passenger side, only snugging the bolts. Reinstall the heat shield over the starter and secure with the 10mm bolts from **Removal Step 16.**

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Installation Instructions

CORSA EXHAUST

8. Connect the wires for the front O2 sensors at this time. Ensure the front sensors have been installed in the collectors.



9. Begin tightening the header bolts on both sides of the engine. **PRO TIP:** Tighten all bolts to 7.5ft-lb (90in-lb) first using the torque wrench and socket.

DIAGRAM TO LEFT: Start by tightening the bolts in the middle of the flange and working outwards to the front and rear.

Return to the middle, this time tightening to 15ft-lb (180in-lb) working outwards to the front and rear. Check to make sure the headers are roughly even and level within the car. **NOTE:** The header bolts should be checked and re-torqued if necessary after the first heat cycle and periodically after.

10. Locate the two header adapter elbow pipes with O2 bungs, two 3" clamps, and the rear O2 sensors. Install the sensors into the pipes using a 22mm wrench or O2 sensor socket and ratchet. Note which sensor goes on which side of the vehicle. The pipes are designed to position the sensors vertically in the vehicle cavity. **ONLY work on one side at a time.**

Slide the clamp over the adapter's expanded end with the bolt nearest the engine. Slide the adapters onto the header collectors. Plug the O2 sensors into the vehicle harness. Use zip ties or similar material to ensure the wires will not contact the exhaust.

12. **IF USING FACTORY X-PIPE:** Use a small flathead screwdriver, or a similar tool, to remove the factory donut gaskets from the factory X-Pipe. Reinstall the X-Pipe onto the axle pipes. Support them with a jack stand, screw jack, or similar device.

Reinstall the two bolts from **Removal Step 20** into the transmission bellhousing. Install the two donut gaskets supplied in header gasket kit. Align the X-Pipe with the adapter elbows and flanges. Reinstall the nuts retained from **Removal Step 18** on the X-Pipe studs but **DO NOT** tighten them at this time.

11. **Install the CORSA X-Pipe** (part number 14761) by referring to the instructions included in the 14761 kit, then continue at **Install Step 13** on this instruction sheet. If reinstalling the factory X-Pipe, continue to **Install Step 12.**

13. **This step will be easier with the help of another person.** Align the adapter elbows (with installed O2 sensors) so the flared end of the adapter meets the X-Pipe straight. **WARNING:** Align adapters so that the sensors **DO NOT** rub on any lines, heat shields, or the body. The overlap on the driver or passenger side slip fit may need to be adjusted to make sure the X-Pipe is centered in the cavity.

While one person aligns the X-Pipe in the cavity, the other person should tighten the nuts/studs on the factory X-Pipe or nuts/bolts on the CORSA X-Pipe.

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Installation Instructions

CORSA EXHAUST

14. **This step requires the help of another person.** While one person holds and aligns the exhaust tips, tighten the clamps between the axle pipes and X-Pipe using the 15mm ratchet and socket.
15. Reinstall the cross braces and bolts near the headers from **Removal Step 15**. Install the braces so the slotted end is toward the rear and outside of the car and the bolt hole is secured to the subframe. Tighten the subframe bolt first, using a 18mm socket and ratchet, followed by the outside/rear one.
16. Reinstall the aluminum under tray using the bolts from **Removal Step 14**. There are two slotted holes toward the middle to loosely hold the tray in place while starting the other bolts. **Start all of the bolts by hand to ensure none are cross threaded.** Tighten them using a ratchet along with 13mm and 18mm sockets. Ensure there is proper clearance between the top of the aluminum under tray and the X-Pipe at the rear.
17. Perform one final check underneath the vehicle:
 - Ensure the heat shield is installed on the steering shaft and the shaft bolt is reinstalled and properly tightened.
 - Ensure all adapter bolts and clamps are tightened.
 - Ensure the O2 sensor wires, and any other wires are not contacting the headers. There needs to be proper clearance between all exhaust tubing, heat shields, and the chassis.Once satisfied with clearances and exhaust alignment, lower the vehicle onto the ground.
18. Reinstall the spark plugs using a 5/8" spark plug socket, extension, and ratchet. **PRO TIP:** If needed, properly gap and install new spark plugs.

Reinstall the plug wires, ensuring to rotate and position them so they do not contact the header tubes.
19. Reinstall the bolt and nut securing the coolant reservoir bracket from **Removal Step 10**. Lift the reservoir a small amount to install the front bracket onto the stud and finger tighten the nut on the stud. Install the bolt in the rear near the firewall. Once the bolt and nut are started by hand, tighten using a 10mm socket, extension, and ratchet.
20. Reinstall the fuse box tray using the three nuts from **Removal Step 9**. Navigate the fuse box tray around the plastic coolant and PCV hoses and situate it over the studs. Secure it with the three nuts and tighten using a 10mm socket, extension, and ratchet. Clip the aluminum AC line to the front of the box and other plastic lines as necessary around the sides of the box.
21. Reinstall the fuse tray electrical connectors. The wires are only long enough to be installed in one location. They will need to be pushed down and then slid along the bottom of the tray until they click into place.
22. Reinstall the fuse box itself. Hold the box so the handles are in the middle and place it over the lower portion of the tray. Move the handles in and out to catch the latches, then clamp and lock it down. Reinstall the battery wires toward the rear of the tray using the nut from **Removal Step 6** along with a 13mm socket, extension, and ratchet. Close the plastic hood over the connection and clip any plastic hoses into the fuse box itself if needed.
23. Check over the engine bay one last time. Ensure no wires are touching the exhaust, all spark plug boots are fully seated, and all hardware is properly tightened.

This concludes the installation.

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.