



Exhaust System Installation
Cat-Back Exhaust System
2006 Jeep Grand Cherokee SRT-8
Dual Rear Center Exit w/ Twin 4.0" Pro-Series Tips
PART NUMBER 14451

Please take time to read and understand these installation instructions.

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

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

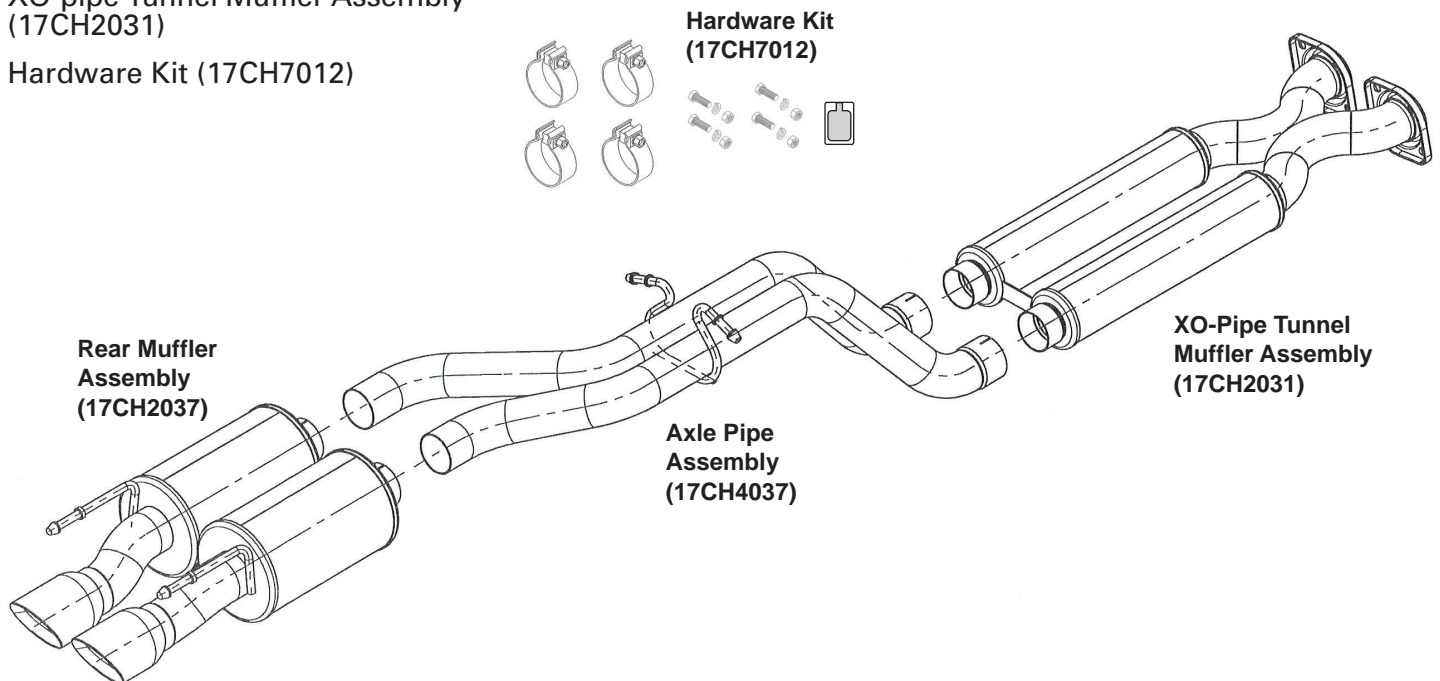
Please confirm that all parts are present before beginning the factory exhaust system removal and CORSA exhaust system installation.

Recommended Tools:

- Safety Glasses
- 13mm Socket
- 15mm Socket
- 3/4" Wrench
- 3/4" Socket
- Grommet Pullers
- 3/8" Ratchet
- 12" Ratchet Extension
- Torque Wrench
- Flathead Screwdriver
- Air Cut-Off Tool w/ Wheel
- Right Angle Sander or File for Removing Burrs

Bill of Materials:

- Rear Muffler Assembly (17CH2037)
- Axle Pipe Assembly (17CH4037)
- XO-pipe Tunnel Muffler Assembly (17CH2031)
- Hardware Kit (17CH7012)





Removal of Stock Exhaust System:

- 1) Using a 13mm socket loosen the clamps at the over axle pipe location. **(See Fig A)** Once the clamp is loose, slide the clamp back so that the slot portion of the clamp is isolated from the boss located on the pipe. Tapping a screw driver on the slotted portion of the clamp will help slide the clamp back. **(See Fig's B & C)**
- 2) Spray the rear most rubber grommets with a soapy water solution. This will ease the removal of the rear driver and passenger muffler assemblies. **(See Fig D)** Remove the driver side rear muffler assembly first by pulling downward on the pipe at the clamp location until it is removed from the axle pipe connection and then sliding the muffler assembly forward until the hanger is completely removed from the grommet. **(See Fig E)** Repeat the removal procedure for the passenger side rear muffler assembly.



FIG. A

- 3) Spray the rubber grommets at the over axle pipe hanger location with a soapy water solution. This will ease the removal of the front muffler assembly. **(See Fig F)**
- 4) Loosen the nuts at the flange location using a 15mm socket. **(See Fig G)**
- 5) Remove the grommets from the hanger location using grommet pullers or similar device. **(See Fig's H & I)** Now the complete front muffler assembly can be removed from the vehicle.

CONTINUE TO STEP 6 ON PAGE 3.



FIG. B



FIG. C



FIG. D



FIG. E



FIG. F



FIG. G



FIG. H



FIG. I



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- 6) Remove the non functional factory hanger from the chassis using a cut-off wheel or similar device. Cut the hanger as close as possible to the support. Then remove any sharp burrs using a file or air tool with sanding disk. (See Fig's J, K & L) The removal of the factory system is now complete.



FIG. J

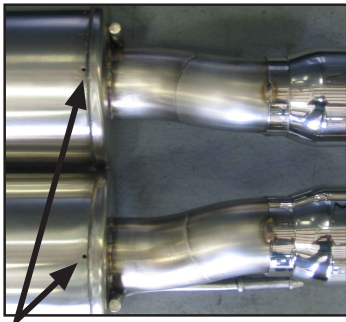


FIG. K

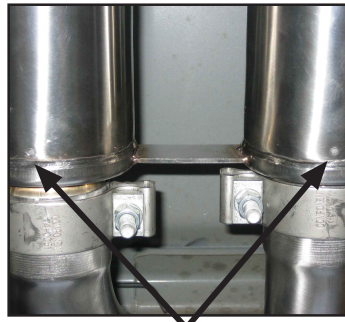


FIG. L

Installation of CORSA Exhaust System:



NOTE: IMPORTANT: Make sure that small drain holes in rear of each muffer assembly face down when installed.



NOTE: 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 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 your vehicle.



FIG. M



FIG. N

- 1) Locate the CORSA XO-pipe tunnel muffer assembly and hardware kit. Slide the 1/2-inch bolt through the back side of the Corsa flange. Insert the supplied lock washer and nut on the front side of the factory flange. Use a 3/4-inch wrench on the bolt and a 3/4-inch socket on the nut to tighten the nuts and bolts. **Snug up the nuts and bolts at this time. Final tightening will be done later. (See Fig's M&N)**



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- 2) Insert two of the supplied 2.75" TORCA clamps on the expanded end of the over axle pipe assembly. Slide the expanded end of the axle pipe assembly over the exit of the CORSA XO-pipe tunnel muffler. Insert the hangers into the rubber grommets. Pre-tighten the TORCA clamps. Leave loose enough for final adjustment. (See Fig's O, P & Q)
- 3) Insert two of the supplied 2.75" TORCA clamps on the inlet side of the rear muffler assembly. Spray a soapy water solution into the rear rubber grommet holes. Slide the rear muffler assembly into the rear two grommet holes first, then align the inlet pipes of the muffler assembly with the exit of the over axle pipe assembly and slide forward until the expanded end of the muffler inlet pipe bottoms out with the axle pipes. Pre-tighten the TORCA clamps at this time. (See Fig's R, S, T, U and V)
- 4) Align the tips so that they are evenly spaced within the valance. Then tighten the system from the front starting with the bolts at the flange location. **Tighten the bolts to 45 Ft-Lbs.** Now tighten the clamps at the axle pipe inlet to **45 Ft-Lbs.** Finally tighten the clamps at the rear muffler inlet to **45 Ft-Lbs.** (See Fig. W)
- 5) It is mandatory that all clamps and fasteners be checked and re-tightened (if necessary) after a road test. Make sure system has cooled prior to touching any exhaust components

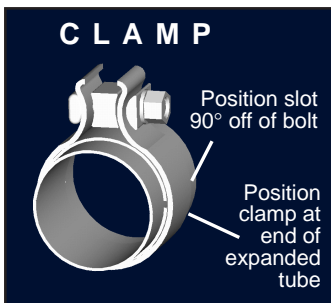


FIG. O



FIG. P



FIG. Q



FIG. R



FIG. S



FIG. T



FIG. U



FIG. V



FIG. W

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.