



Installation Instructions

C7 Chevrolet Corvette Exhaust System

Thank you for your purchase of this fine Billy Boat Performance Exhaust product. With proper installation your new Billy Boat Performance Exhaust system will last a lifetime. While installation of this product is very simple and straight forward, there are a couple areas that need some attention. These instructions apply to:

Fusion
FCOR-0660
FCOR-0665
FCOR-0667

Bullet
FCOR-0610
FCOR-0615
FCOR-0617

PRT
FCOR-0620
FCOR-0625
FCOR-0627

Tools need for installation:

Jack/Jack Stands 18mm Socket or Wrench 15mm Socket and Wrench
13mm Socket and 6" Extension

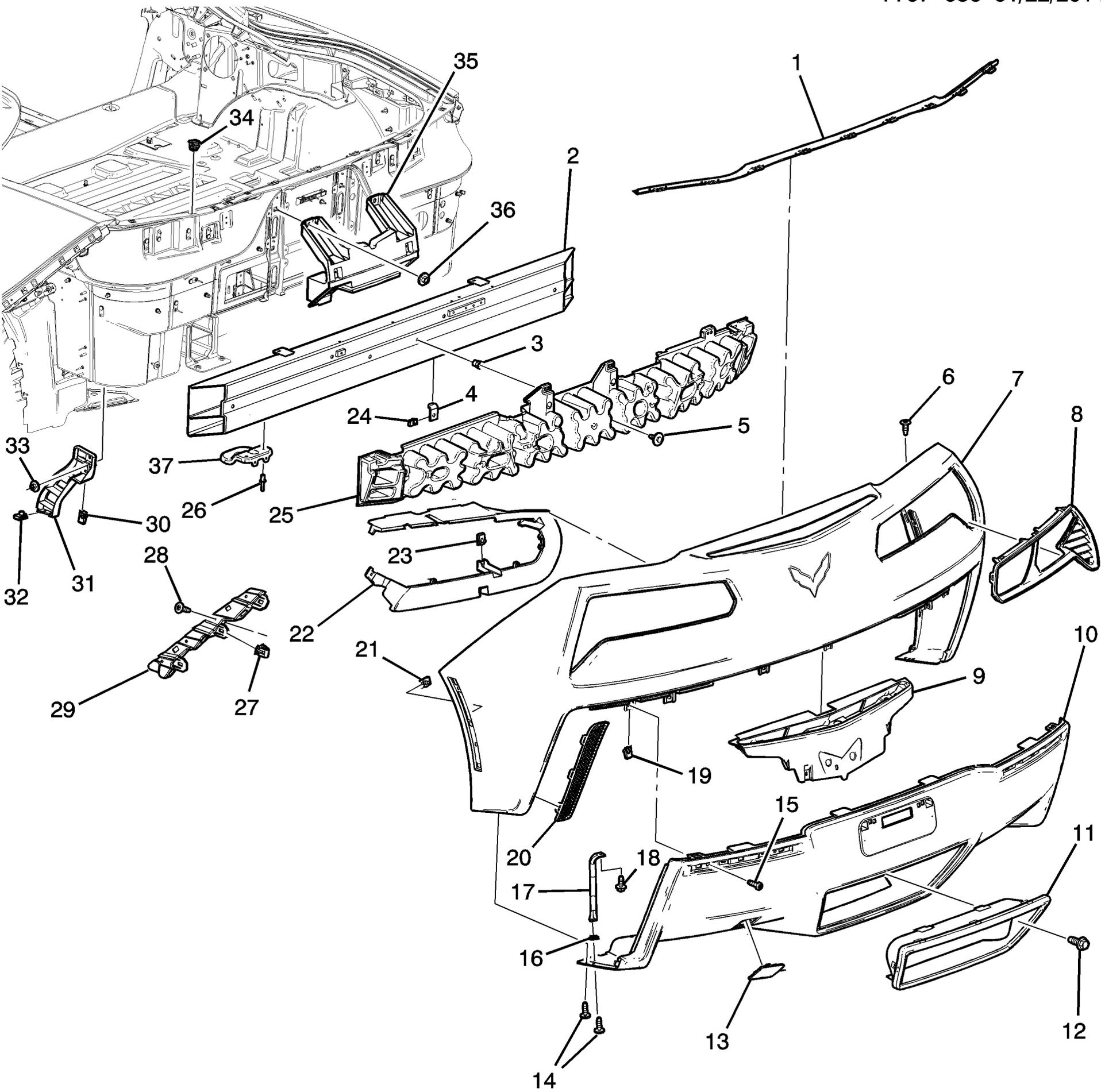
#1- It helps to do this installation on a lift if you want to get the factory mufflers out in one piece. If a lift is not available you may have to cut the factory axle hoop away from the muffler. It is advised that at least 2 people participate on the install process; some parts may be tricky if only one person is performing the install.

#2- With the car safely lifted and chocked, remove the 22 bolts securing the aluminum plate that covers the center pipe and set the plate aside.

#3- To loosen the rear fascia, remove the ten screws located on the bottom rear of the vehicle. Then remove the two bolts located in the window that the tips reside in. Pull gently on the center (place each hand on opposite sides of the tip window) of the rear fascia until the clips release.



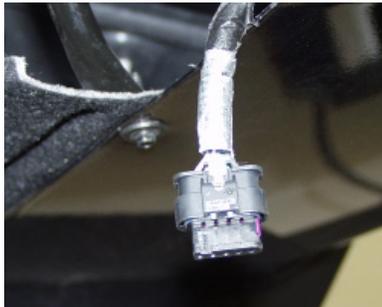
#4- Unbolt the flanges located at the front of the factory center pipe. Then remove the bolts that hold the rubber hanger mount located at the rear of the center pipes. Loosen clamps on the rear of the center pipe. Pull center pipe back off the donuts at the front of the exhaust system. Lower center pipe down and pull forward off the front of the mufflers and set aside.



#5- Disconnect actuator wires from actuators; the best way to remove the wires is pull up on the gray tab then press the tab toward the body of the connector then pull the wire from the actuator. (Depending on the model of the car there are either 2 or 4 actuators. Non-NPP systems have 2.) Loosen and remove bolts that hold the muffler cans together. To remove the mufflers, unbolt the rubber hangers from the car then pull the hangers through the rubber mounts and lower the mufflers down and unwrap from over the axle. You may have to move the mufflers to one side or the other to get them out. (When removing the mufflers, have another person pull gently on the rear fascia to provide enough space to pull the mufflers out.)

#6- Remove the stock actuators from stock system and secure to your new Billy Boat system along with rubber hangers from stock system. (Loctite is advised but not required to secure the bolts into the actuators to ensure a secure fit.)

#7- Position the new muffler/axle hoop system into place; when positioning the new system in have another person pull gently on the rear fascia to provide enough space to insert them. Then insert the mounting hook into the factory rubber hanger. Place the bolts into the muffler can connector tabs with the driver side tab closest to the front of the car and make them snug; this will make the alignment process easier. Mate the muffler/axle hoop system to the center pipe (Billy Boat X-Pipe if used) in the reverse order of removal and just tighten them enough to still allow for movement while aligning the system. *But do not tighten them completely.



#8- With all components in place, align the tips and once you have achieved the alignment tighten the bolts that hold the cans together. Keeping in mind that it will take some time to align them correctly. (Helpful Hint: to locate the tips in the center of the tip window, push up on the inside of the tips. Once they are level, have another person tighten the bolts on the muffler can connector tabs.)

#9- Then start by securing the bolts that hold the center pipe then tighten the flanges in front of the system first and then the nuts, bolts and clamps connecting the muffler sections making sure everything is still in alignment.

#10- After the system has been correctly aligned, locate the rear fascia back into the clips and replace all of the bolts that were removed then re-secure the aluminum plate that covers the center pipe.

#11- Fire the car up and take it for a spin around the block making sure there are no rattles.

#12- After logging on a few hundred miles re-torque your work.

