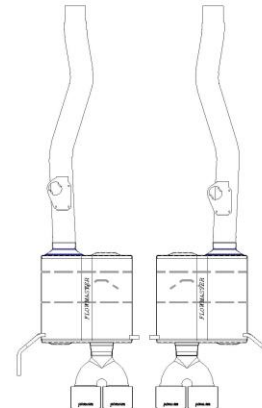




409S Stainless Steel

PACKING LIST

Qty	Description	Part #
1	Right Muffler	853063-331
1	Left Muffler	853063-332
1	Parts kit	PK756
2	1/4-20x3/4 Button Head	HW238
2	1/4-20 Hex Nut	HW101
2	1/4 Split Lock Washer	HW301
2	Torsion Springs	HW510
2	Steel Spacer	HW511
2	M5-.8x25MM Screw	HW239
2	#10 Flat Washer	HW314



12/23/14

Before you begin, please understand that the installation of this system requires significant disassembly, and it will *be necessary to use a GM scanner to perform the "ACTUATOR LEARN PROCEDURE"*.



- 1) Before you begin, please understand that the installation of this system requires significant disassembly. The entire lower rear bumper fascia (Blue portion in photo) must be removed. Because this is a painted body panel, you may want to consider covering it with masking tape for the disassembly/assembly process to prevent any scratches. **Note: Do not turn the vehicle ignition on anytime during the removal/assembly process**



- 2) Begin by removing the rear license plate. Next, along the bottom of the bumper fascia there are several screws that secure the lower edges. Remove all of these screws (save all fasteners for reassembly).



- 3) On outside ends of each side of the bumper fascia there are small, plastic vertical grates that must be removed. These are held in place by small clips. Use a small screwdriver to carefully pop these out. At the bottom, where the red and black panels touch, they clip together. Use a small flat blade screwdriver to carefully separate them.



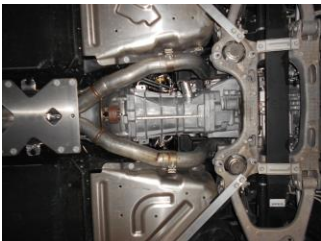
- 4) On each side of the bumper fascia there is a thin horizontal red reflector that must be removed. It is held in place with clips. Use a small flat blade screw driver to very carefully pop out these two reflectors. Once the reflectors are removed, you will see two hex bolts that secure the fascia to the bumper frame. Remove these two bolts along with two that are located under where the license plate was mounted.



- 5) In the cavity just above the exhaust tips, there are two last hex bolts that need to be removed. At this point the panel is ready to be removed. We'd recommend that you have a helper for this part. The panel is secured along the top edge with clips. Grasp the panel at one end through the vertical slot and carefully pull it out. This will take a little muscle and finesse but it should pop right off. Once it's off, place it in a safe area out of the way.



- 6) This is what things should look like now. Now you need to start working under the car so either put the car on a hoist, or put the rear of the car on jack stands or ramps. At the rear, between the two factory mufflers you will find that they are connected by small brackets that are secured with small hex bolts. Remove these so that the mufflers can be removed separately.



- 7) Just forward of the rear sub-frame and axles you will find a clamp connection on each of the pipes. Loosen the nut on each of these clamps. Up at the top on each of the pipes that run over the axle, there is an electrical butterfly actuator. Disconnect the electrical connectors.



- 8) Above the outer edge of each muffler there is a hanger bracket bolted to the frame that supports the muffler. Remove the bolts that secure one side. Once it's off you should be able to wiggle the muffler assembly loose from the front connection and then out from over the axle. Repeat for the other side. Slip the hanger brackets off the original mufflers and slip them on to the new mufflers.



- 9) With the original mufflers out of the vehicle, remove the butterfly actuators that are mounted to the pipes just forward of the mufflers. These are secured by three small hex head screws.



- 10) These are the parts that are included in the hardware kit: Two return springs, two steel spacers, two screws and two fender washers.



- 11) Remove the actuators if already installed in the system (It is probably necessary to remove the muffler assemblies to accomplish this. Remove the torx screw that secures the stamped dial on the actuator. Leave the dial in place.



- 12) Carefully place one of the springs onto the dial. The smaller hooked end of the spring should fit into the half round notch on the dial. Look closely at the image to see proper orientation.



- 13) Place the pre-assembled screw/washer/spacer into the center of the spring and screw into the actuator shaft. Make sure that the dial remains seated properly on the shaft. Tighten the screw securely. (*Apply blue Locktight or similar thread lock compound to threads before assembly*)



- 14) This is what the assembly should look like. (Both the left and right side actuators should look like this).

- 15) Insert the long end of the spring through the large center hole in the actuator mounting bracket. The spring should catch on the corner closest to the single mounting hole end. Look closely at the photos to see the orientation. Once the spring is resting against the edge of the mounting bracket, twist the actuator clockwise so that the dial will fit down and engage into the large center hole of the bracket. The original actuator mounting bolts can then be used to secure the actuators. (Photos below).



16) This is what everything should look like after it's assembled. Both the right and left side should look the same. (Photos below).



17) Once the actuators have been installed onto the muffler assemblies, the system can be reinstalled on the vehicle. When everything is back together it will be necessary to use a GM scanner to perform the "ACTUATOR LEARN PROCEDURE".



18) Once the actuators have been installed onto the muffler assemblies, the system can be reinstalled on the vehicle. Position one muffler at a time, up over the axle into the clamped connection. Re-use the original bolts to secure the rear hanger bracket up to the frame.



19) Once both mufflers are in place and supported, there are small brackets at the rear that will connect them together. Use the two supplied button electrical connectors to the actuators on the new mufflers.

The remainder of the installation is basically the reverse of the steps in the removal process. Once the rear fascia is back in place, you can go back and make any necessary adjustment to the alignment of the mufflers/tips before securely tightening down the inlet clamps and rear button head bolts. Again, ***when everything is back together it will be necessary to use a GM scanner to perform the "ACTUATOR LEARN PROCEDURE".***