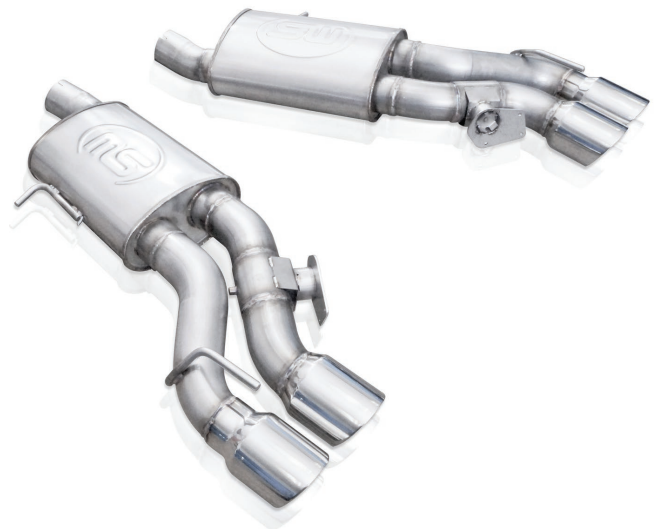


2016 CADILLAC CTS-V

AXLEBACK INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works Axleback exhaust system for your 2016 Cadillac CTS-V. We have gone to great lengths to make sure that our exhaust systems fit and sound great. Please follow these steps to ensure that your installation goes as planned. Stainless Works offers an axleback system with quad tips (two tips per muffler). The valve assemblies on the quad tip muffler assemblies contain NPP style valves to which the OEM electrical motors are attached to provide full functionality for the dual mode exhaust system. These motors will be used in this installation.



Dual-Mode Muffler Axleback

1

Stainless Works recommends the use of Hi-Temp RTV sensor safe silicon gasket maker as an option to or in conjunction with the use of factory gaskets. The recommended Oxygen Sensor Safe RTV is either Valco All-in-One Aluminum or Permatex Copper P/N 101BR available at NAPA, Autozone and other retailers.

2.

Disconnect the battery before starting work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.

3.

Your exhaust system can be installed by a weekend warrior but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a level hard surface and jack stands are required for safety reasons.

4.

You will assemble the components together as specified below, but only snug the clamps until everything is aligned. Then fully tighten the clamps.



Detail 1

5.

SKIP STEP #5 IF INSTALLING THE STAINLESS WORKS HEADERS OR STAINLESS WORKS CATBACK, WHICH UTILIZE THE 3" PERFORMANCE CONNECT AXLEBACK. YOU WILL NOT NEED TO CUT THE TAILPIPES.

In step #5, you will be cutting the tailpipes leading into the OEM muffler. This cut is required only if you do not plan to use the OEM mufflers. When using the OEM mufflers in combination with Stainless Works headers, there are different tailpipe cutting instructions. The cut lengths are 2" longer – these can be found in the header installation instructions.

Towards the rear of the vehicle near the differential mark the two tubes leading into the factory muffler. Mark the driver's side tube 7½" from the front end of the muffler. Mark the passenger's side tube 7" from the front end of the muffler. Cut both tubes with a hacksaw, cutoff wheel or Stainless Steel tubing cutter.

6.

Disconnect the wire connectors on the OEM electrical motorized valves at the tips.

7.

Remove the factory muffler from the hangers and the car.

8.

Remove the electrical motors from the OEM valves using the (3) 5mm bolts. Reinstall the electrical motors onto the Stainless Works valves using these same (3) 5mm bolts and tighten.

9.

Deburr the outlet ends of the OEM tailpipes still up in the car.

10.

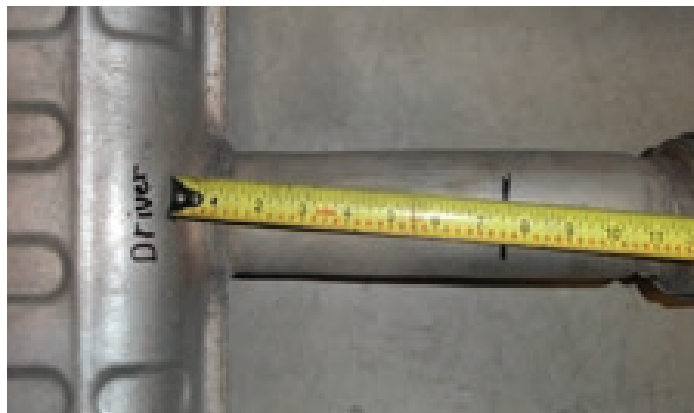
Install the Stainless Works muffler assemblies into the rubber hangers and over the factory tailpipes or Stainless Works tailpipes using the (2) clamps provided.

**You may have to squeeze the back end of the factory tailpipes to round them back out which will make installation easier. A large pair of vice grips, channel locks or a C-clamp will do the trick.*

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Detail 5



Detail 8



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11.

Reconnect the wires to the electrical motors. Make sure that any parts of extra wiring are zip-tied out of the way so they will not touch any part of the exhaust system.

12.

Adjust and tighten the system.

13.

Be sure to have adequate clearance around all wires, hoses and lines. If anything is in contact with the exhaust system, it will melt. Make sure to have at least ½" of clearance and wrap any suspect areas with DEI thermal barrier wrap.

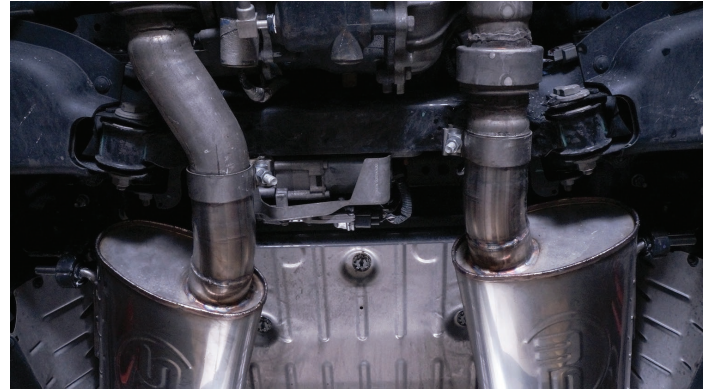
14.

After double checking for clearance and making sure all lines, wires and hoses are secured, drive the car for 10-20 miles and re-check all clamps and clearances. Your system may be tack welded at the joints/ clamps to reduce shifting of the system during heating and cooling cycles. Make certain to disconnect the battery before performing any welding.

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Detail 13



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