

C6 Corvette Bullet PRT Exhaust Installation Guide

Remove Factory Exhaust

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.

Tools need for installation: Jack/Jack Stands, 17mm and 18mm Socket or Wrench, 15mm Socket and Wrench, 13mm Socket and Extension

First, secure vehicle to wheel lift. With the car safely lifted and chocked remove the nuts and bolts that hold the roll bar and lower the anti-roll bar from the center chassis mounts. It is not necessary to completely remove the bar; it just needs to be moved in order to get the axle hoops out.

Unbolt the flanges located at the front of the factory center pipe. Then remove the nuts that are holding the spring hangers at the rear of the center pipes. Loosen clamps on rear of 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. To remove the mufflers, 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. (Note: remove drivers side first to allow room to remove the passenger side. When removing system be careful not to damage electronic components located on passenger side frame rail).

Install your new Bullet PRT Exhaust

Position the new muffler/axle hoop system into place. Then insert the mounting hook into the factory rubber hanger. Mate the muffler/axle hoop system to the prt center muffler in the reverse order of removal and just tighten hardware enough to still allow for movement while aligning the system. *But do not tighten them completely. Make sure that the gussets are pointed up towards the bottom of the car.) With all components in place, use a straight edge along the bottom of the tips for proper alignment. Keeping in mind that it will take some time to align them correctly.

Then start by tightening 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. Fire the car up and take it for a spin around the block making sure there are no rattles. After logging on a few hundred miles re-torque your work.