

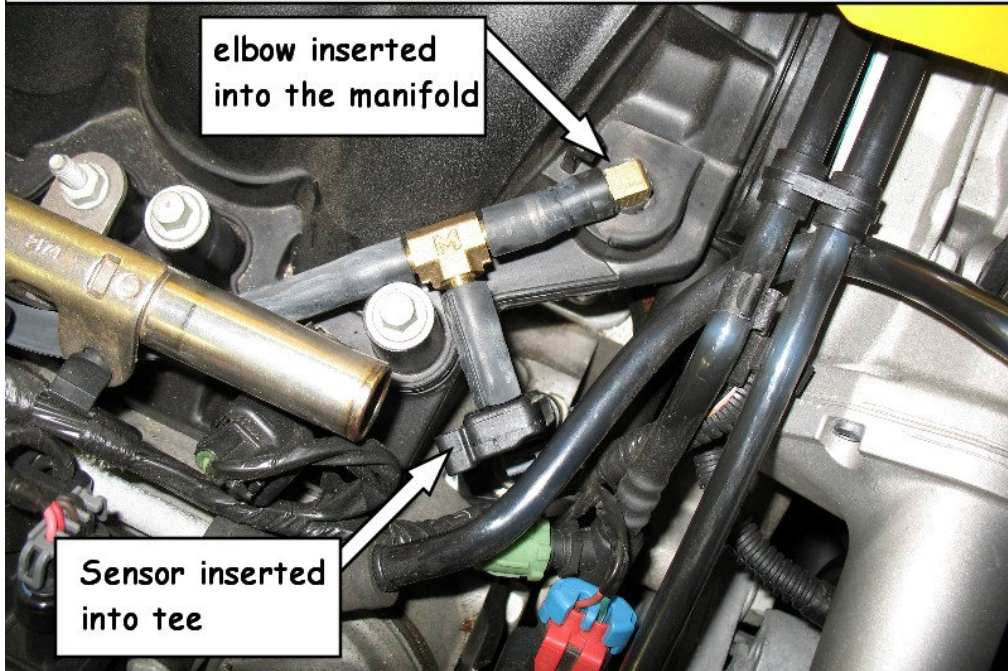
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**DO NOT ATTEMPT THIS INSTALL WITHOUT FULLY READING AND UNDERSTAND THESE INSTRUCTIONS**  
Any modification to the vehicle are done at the owners/installers risk, LEEA Customs assumes no responsibility.

You will need a drill - 9/32" and 3/8" bits - Utility knife - Cutting pliers - 7mm wrench  
Start by removing the oil filler cap and then the passenger side flue rail cover. The cover just lifts off. **LS2 Motors ONLY (see the last page for LS3)** = The remove the sensor indicated in the picture below by pressing back the latch and lifting the sensor out. Very carefully remove the orange rubber seal and save it.. Prior to connecting long vacuum line, you will want to snake the line under the fuel rail, so it is below the rail. Once you snake it through, install the end on the open brass fitting side of the tee. Now attach the sensor to the other side of the tee and the short vacuum line. Insert the elbow side of the fitting in the hole in the manifold from which you removed the sensor. You may want to apply some spit to the rubber prior to inserting (it's critical that the fitting goes all the way in and must be snug). **For a video on vacuum line routing and LS3 vacuum tap, go to [www.youtube.com](http://www.youtube.com) and search for "How to install Vacuum control unit for C6 exhaust"** Should be the top result, the first 3min will help you after that the install differs so no need to watch.



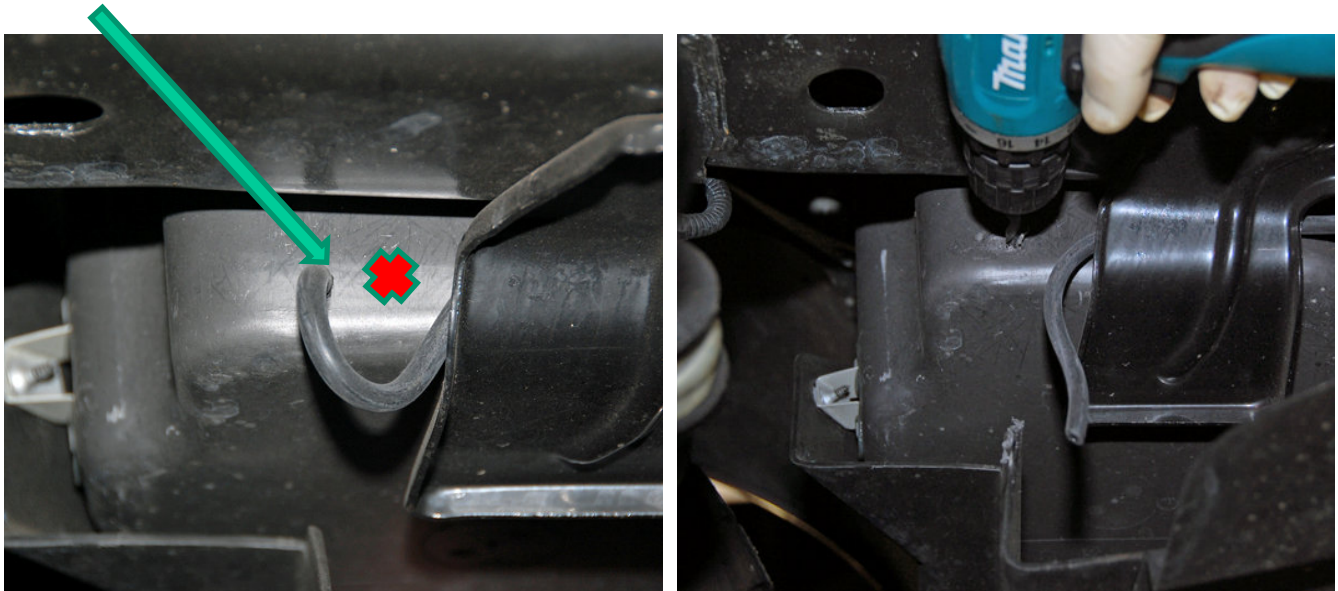
**Completed install should look like this**



You will need to run the vacuum line from the engine to the rear storage compartment on the passenger side of the car. You need to follow 2 important rules, 1. 100% make The line is away from any exhaust components. 2. Make sure when you secure the line You do not over tighten the tie wraps and crush the line or you don't kink the line, both restrict the vacuum flow. The best place to run the line is on top of the tunnel plate, use a Wire snake or a metal coat hanger to snake the line through the tunnel. Once on the other side run the line to the storage compartment trim excess and install as indicated below.

The control box will be mounted in the passenger side storage well. Velcro disk on the bottom will sit against the bottom of the storage compartment, this will stop it from sliding. It's suggested that you store some towels in the vacant space to stop the box from moving around. Do not store anything liquid or anything heavy or sharp that could damage the power or vacuum lines You will need to drill 2 holes a 9/32" hole for the small line (shown) and a 3/8 hole the larger line indicated by the red X about 1/4" off the bottom any higher and it will interfere with the frame can be drilled from either side.

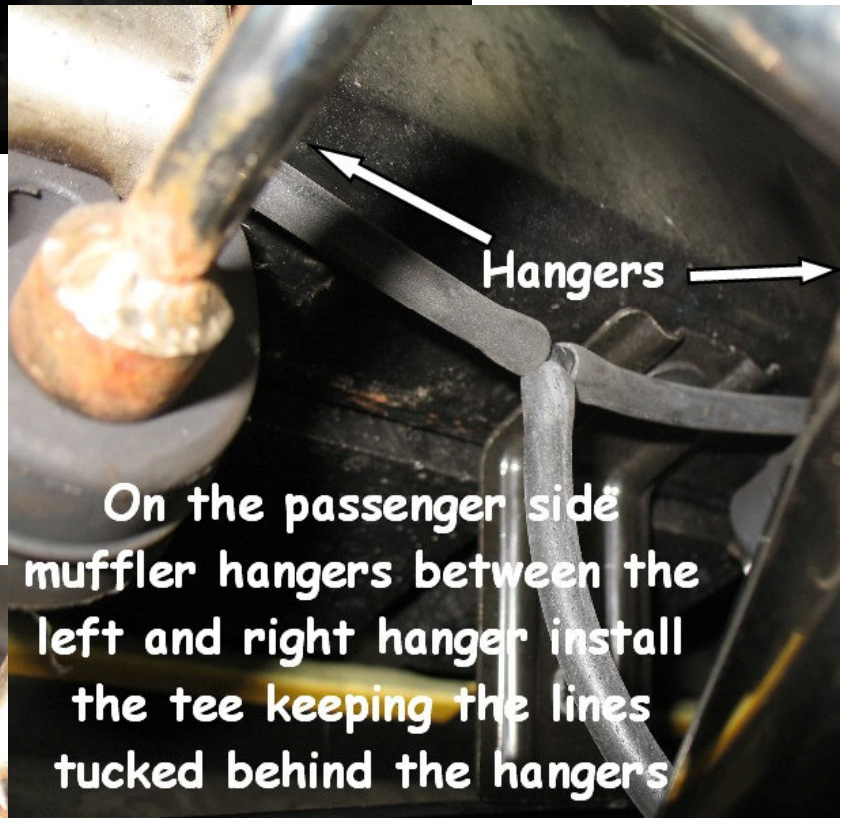
9/32" smaller line shown drilled into the foot well Do the same to install the larger line next to the smaller line.



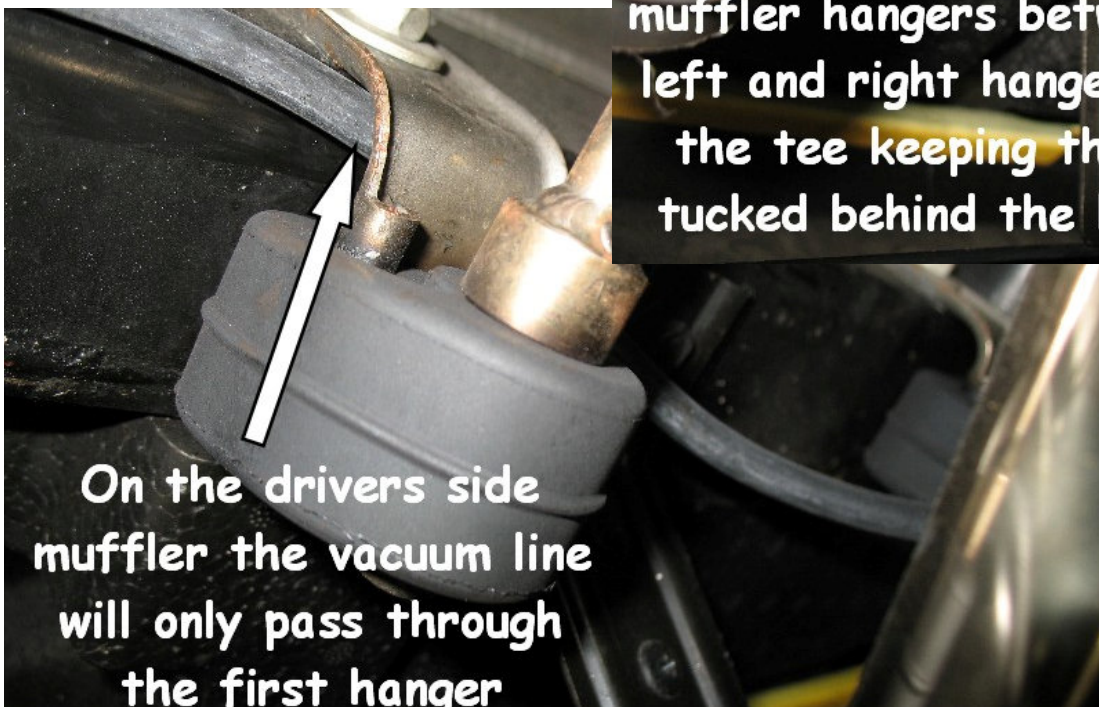
Connect the larger line to the fitting on the control box



Run the vacuum line behind each of the OEM hanger supports as shown



On the passenger side muffler hangers between the left and right hanger install the tee keeping the lines tucked behind the hangers

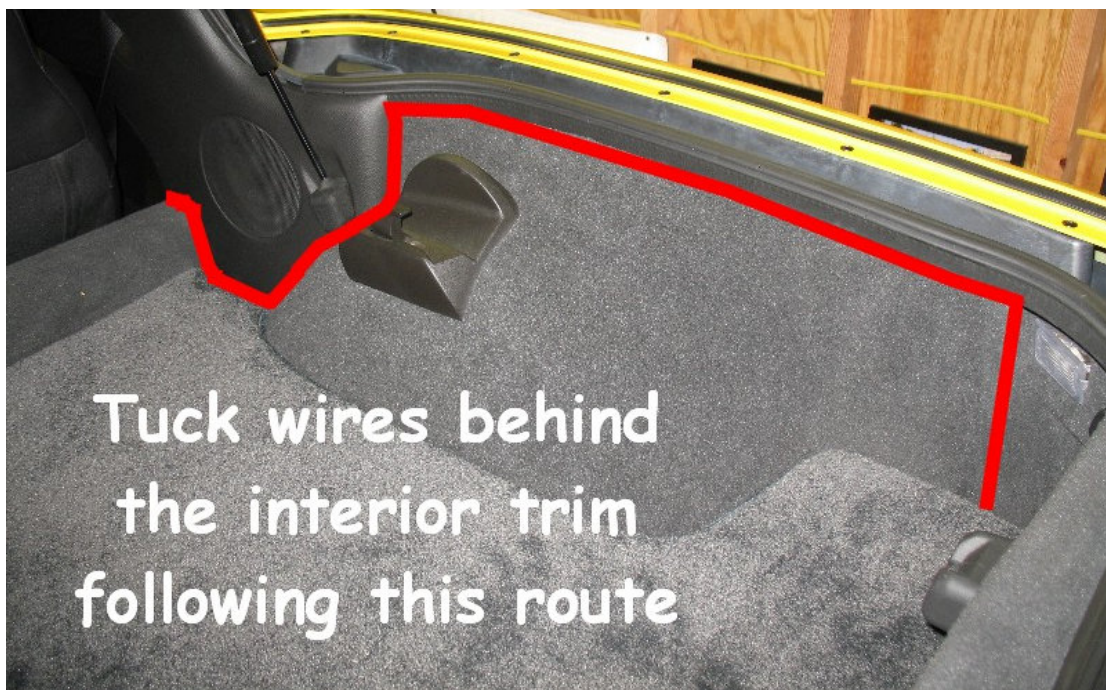


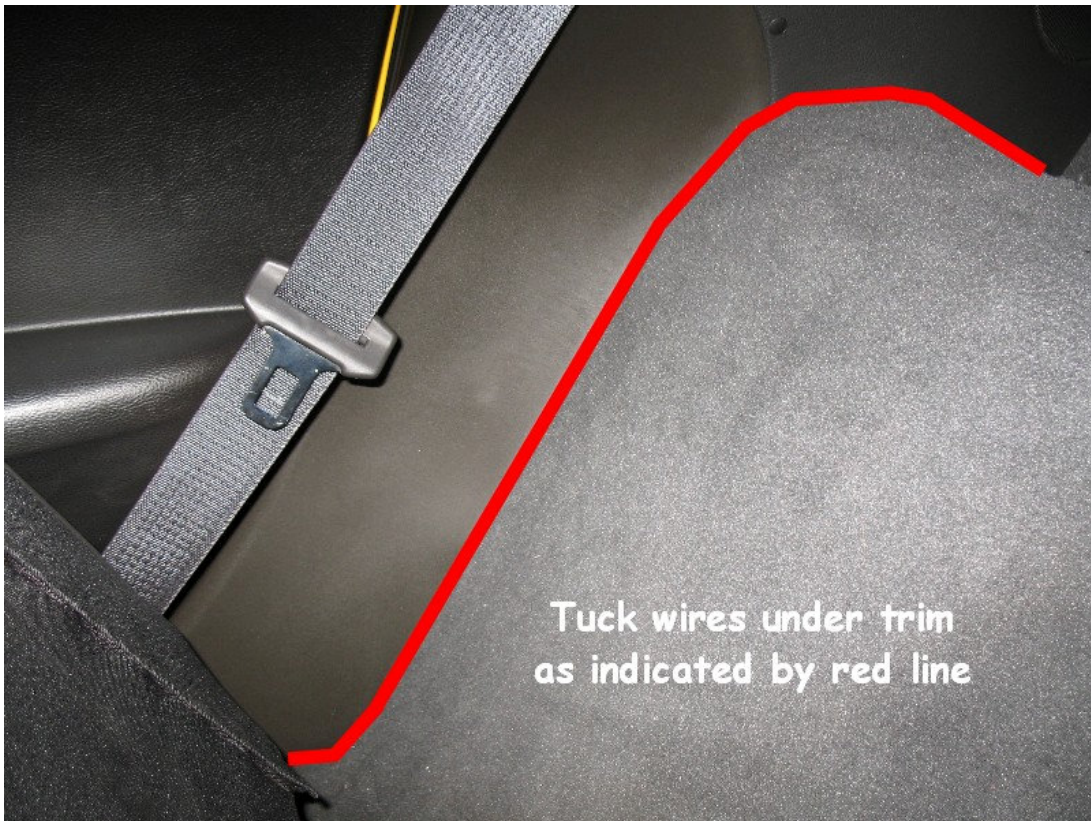
On the drivers side muffler the vacuum line will only pass through the first hanger



Once all the lines are run, trim any excess. Attach the vacuum lines to each of the exhaust actuators. If using a used exhaust system make sure and debris is cleared for the OEM actuators prior to hooking up the system, give a quick push on the rod to compress the actuator and this should clear them. It's critical that the lines are secured and away from any direct contact with the mufflers. Do not use any clamps or wire ties

Run the power starting in the back :





When complete, no wire should be exposed. It will all tuck into place very nicely. **NOTE: on the convertible you will need to find the best route to the back (sorry no pictures)** 5

Only connect the power after the install is completed. The car should be off. Access to this area is behind the passenger side foot board



Install black ground lug here  
7mm nut

Remove the seat heater fuse here,  
Install the fuse tap into the seat heater fuse location



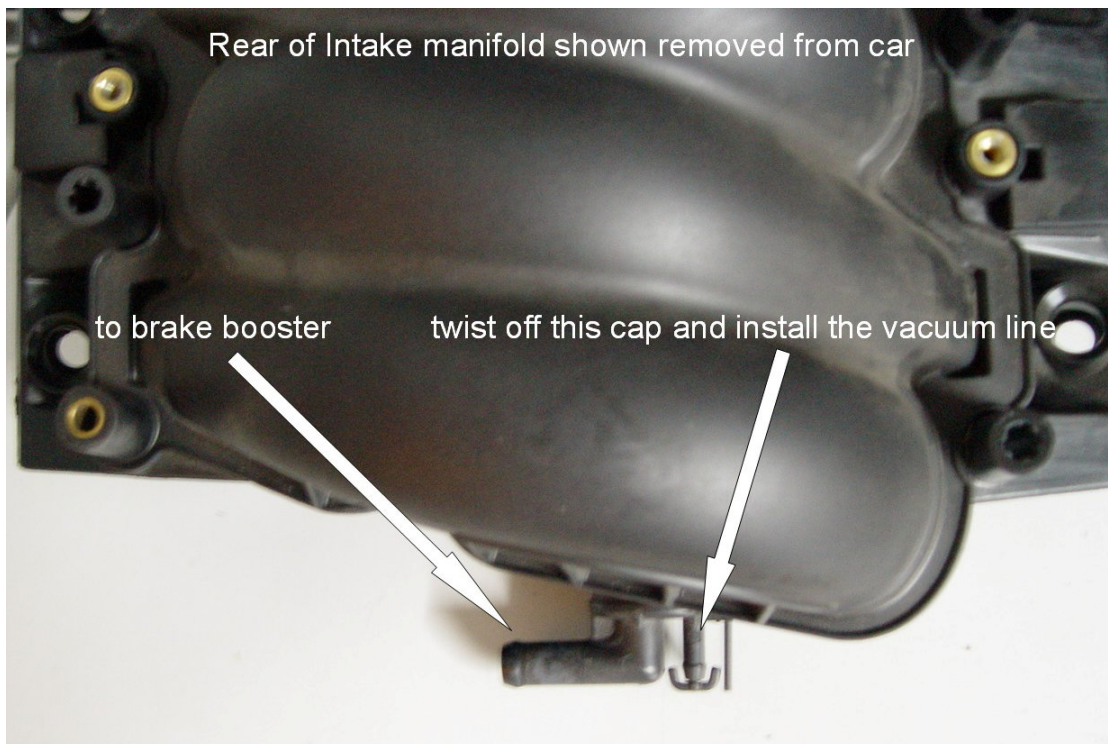
**Completed Wiring**

To test the unit, Start the car, The car will always start in the open setting. If you car was build prior to 11/2006 you should have homelink (one LED) and be able to program the visor to operate you NPP in a Box (see owners manual on programming homelink)

If your unit has the start up option you can switch the start up mode by removing the 4 screws on the cover. You will see a metal control valve with a yellow top. Currently you should have the black and red wires attached (both have a red connector on them), the black wire always must be attached to the valve. The red wire causes the unit to start CLOSED. You will also find a white wire (with a red connector on it) that is not used. If you swap the red wire on the valve with the white wire, the unit will always start OPEN.

You can install foam or towels around the box as needed. The only issues would be liquids or sharp objects, they are no-no's. The unit also can not be sealed in any type of air tight bag or container.

**Special LS3 instructions**, at some point GM changed the intake fitting so you need to tap the vacuum off the back of the intake manifold instead. Remove the fuel rail cover on the pass side. Locate the vacuum ports on the rear of the intake manifold (see picture) it's tight and small hands are a plus. The large port towards the driver side is for the brake booster. Towards the passenger side there is a smaller port with a plastic T shaped cap, this cap must be removed. The best way to do this is with a twisting motion, so just twist it off as you would a soda cap. Once the cap is removed install the vacuum hose to the port and run it down between the firewall and bell housing. Continue on page 2.



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