



67-69 CAMARO AND 68-72 NOVA TURBO MUFFLER EXHAUST FOR HEADERS INSTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works exhaust for your Camaro. Please follow these steps to ensure that your installation goes as planned. We recommend purchasing high temp RTV sealant to use on all pipe joints, and you will need to fabricate or purchase hangers for the system—normally hang the exhaust system using two hangers under the rear seat and two on the rear frame rails near the tailpipe exit.

1. Make sure vehicle is adequately supported on jackstands before crawling underneath. Starting at the rear of the vehicle, with the axle at full droop, fish the tailpipe over the rear axle and hold in place using jackstands. The tailpipe exits are left long to allow for trimming to length on the car for a perfect fit. We recommend trimming the tailpipe exits last so that you can have the rest of the exhaust mounted for a perfect fit.
2. Install a band clamps onto each muffler outlet and slip the mufflers onto the tailpipe—the mufflers are sized so that they can only be installed one way. The mufflers will fit into a pocket under the rear seat. Snug clamp to hold in place.
3. With both mufflers in place, install 2 clamps over muffler inlets and install muffler inlet pipes. Next, bolt collector adapters to header collectors, and slip headpipes over collector adapters. Hold the headpipes in place and measure the length, which needs to be cut—make sure to measure twice and cut once! Cut with a fine blade hacksaw or a chop saw with an abrasive blade. Deburr pipe after cutting and remove collector adapter. Slip all pipes into place for trial fit, and then mount exhaust using the hangers you have made or purchased. Trim the tailpipe outlets to length.
4. After the exhaust system fits well, break the system apart and cut three small slots on each pipe about $\frac{1}{2}$ " deep using a fine tooth hacksaw or an abrasive cut off wheel—only make shallow cuts that will allow the pipe to compress and be sure not to make them deeper than the overlap in the joint. Deburr each joint, and coat each joint with high temp RTV. The high temp RTV makes disassembling the exhaust system much easier, and also improves the integrity of the seal.
5. Tighten all clamps. You want the clamps snug enough to prevent the pipes from turning. Make sure to have at least $\frac{1}{2}$ " of clearance between the exhaust system and any other components. If the vehicle is going to be used for competition use, we recommend putting a small tack weld at each joint for added security.
6. Drive car at legal speeds for 10-20 miles and re-tighten all clamps