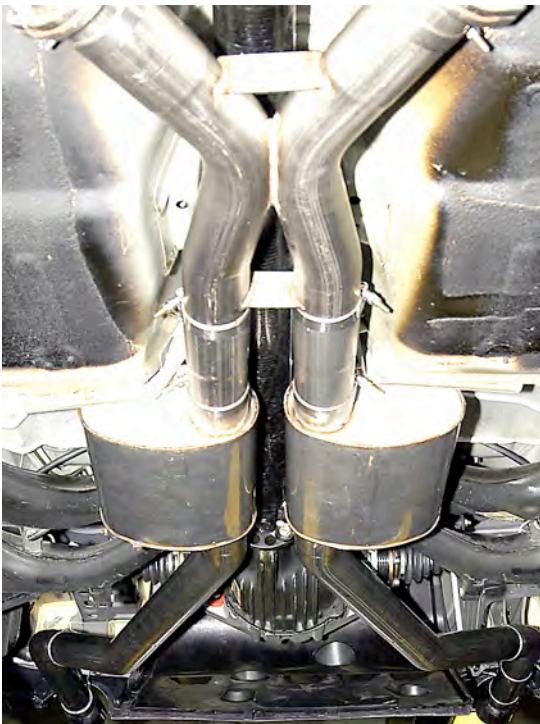


# STAINLESS WORKS

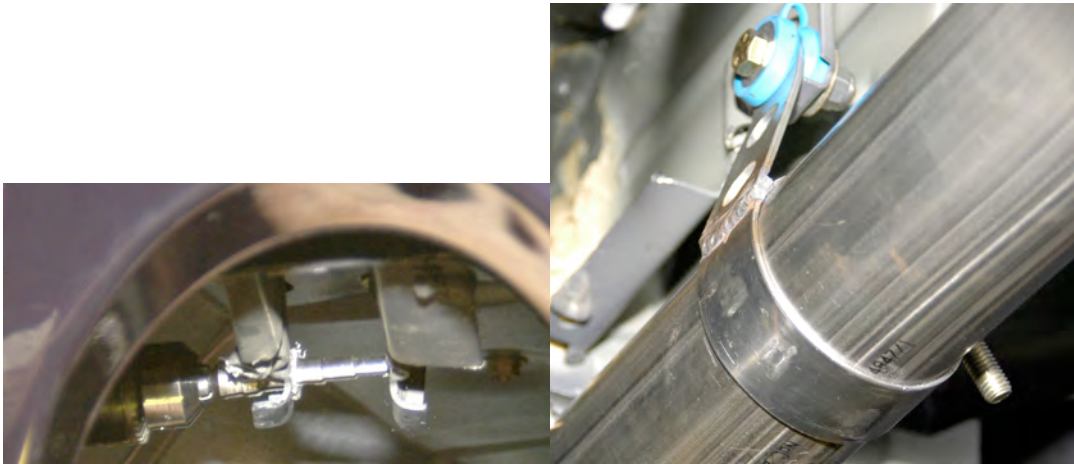
## 2004 GTO WITH '05 BUMPER EXHAUST SYSTEM INTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works 3" Muscelflow exhaust for your 2004 GTO. We have gone to great pains to make sure that our exhaust systems fit and sound great. Please follow these steps to ensure that your installation goes as planned. The picture below shows the kit installed on the car:

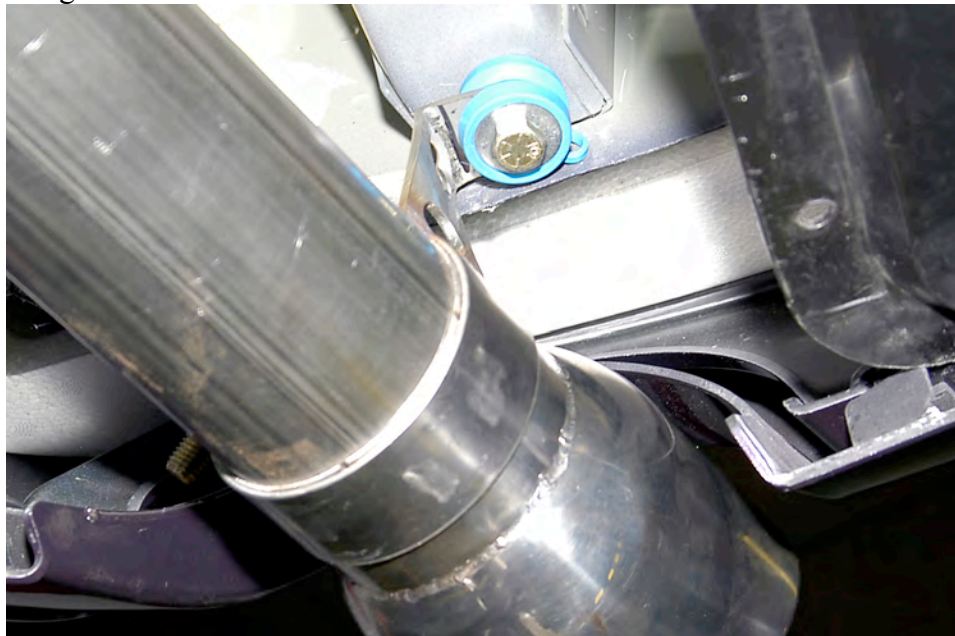


1. Installing the 3" exhaust is best performed on a lift by a qualified technician. The factory exhaust system should be removed starting at the two bolt flanges behind the catalytic converters. Remove all factory pipes and muffler assembly.
2. Starting at the two bolt flange, clean the gasket faces thoroughly. You must install the x pipe with the x pipe centered in the tunnel correctly. If the x pipe is not centered, any error will magnify itself as the exhaust system is installed. Slip an Accuseal clamp onto the two bolt stubs. You will either need to buy new factory gaskets or apply a small thin bead of high temp RTV on the flange face and install the adapter stubs into the x pipe inlet and secure with factory fasteners.

3. Next, slide two Accuseal clamps onto the x pipe outlet, and slip the straight muffler inlet tubes into the outlet of the x pipe. Slide two Accuseal clamps onto the muffler inlets and slip the mufflers into position, securing them in place with jackstands.
4. Slip one Accuseal clamp onto each muffler outlet and install the left and right front tailpipes. Slip two Accuseal clamps onto the rear tailpipes, and slip the rear tailpipes over the front tailpipes.
5. The Drivers side factory hanger rods will need to be cut off from the mounting flange. The supplied hanger will mount to the frame using the supplied 3/8 X 1 1/2" bolt, Nylock Nut, and flat washer. You will need to hold the hanger against the frame gusset and drill through the outside of the double wall gusset, through the outside gusset, and through the inner gusset using a 3/8" drill bit. A step-bit works well for drilling this hole-see picture below for placement.



6. The Passenger side hanger bolts into a factory nut-sert which is in the frame rail. Slide the hanger over the tailpipe and bolt into the existing nut-sert in the frame using a 3/8" X 1 1/2" bolt and flat washer.



7. Slip the tips into position. Once positioned properly, tighten the hanger/clamp assembly on the passenger side (the hanger holds the tip to the tailpipe), and on the drivers side, use the supplied 3" Accuseal clamp. Working from the back of the car forward, snug all clamps to hold the exhaust system in place.
8. Once you are satisfied with the fit of the system, break the system apart and cut four small slots about 1/2" deep into the outer pipe of each joint, and Deburr the joint thoroughly. Cutting these small slots will allow the pipe to compress and seal uniformly at each joint. We also recommend using a light coating of red high temp RTV at each joint to make disassembling the system easier and also aid in sealing the joints.
9. Make 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 1/2" of clearance and wrap any suspect areas with DEI thermal barrier wrap.
10. After all pipes are lined up, tighten all clamps. We do highly recommend placing a small tack weld at each joint for added security.
11. 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.