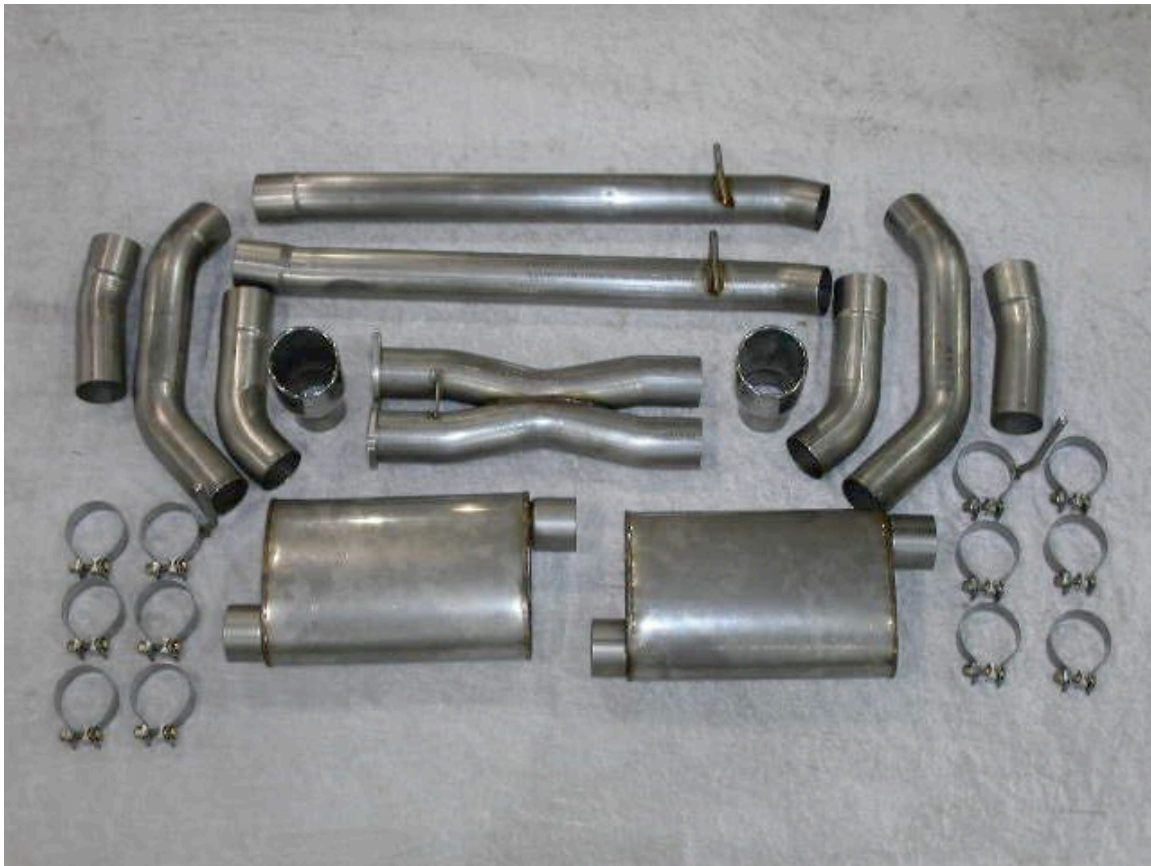


# STAINLESS WORKS

## 2005/2006 GTO 3" EXHAUST INSTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works 3" Muscleflow exhaust for your 2005 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 what is included in your exhaust kit.



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 and install the flanged x pipe assembly into place and secure with factory fasteners.

3. Next, slide the long tubes in place over the x pipe outlet (the hangers will also slide over the pipes-the hangers are now welded to a 3" clamp, which is different than the picture above), slipping an Accuseal clamp in place at each joint. The pipes will both have the hangers on the left side of the pipe- (when looking from the rear of the car). The factory bushings are re-used and slid over the hanger rods.



4. The front “under axle” pipe is slipped over the intermediate pipes, and then the muffler inlet pipe is slipped over the under axle pipe. Slide the mufflers over the muffler inlet pipes using the supplied hanger/clamp assembly to locate the system using the factory hanger biscuits. The hanger rods point toward the front of the car. Use either rubber biscuit that was originally on the vehicle that fits your application best.
5. Insert the muffler outlet pipe into the outlet of the muffler, and lastly the tailpipe tip can be installed.
6. 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.
7. 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.
8. After all pipes are lined up, tighten all clamps. We do highly recommend placing a small tack weld at each joint for added security.
9. 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.