



## **93-02 F-BODY CHAMBERED EXHAUST INSTALLATION INSTRUCTIONS**

Thanks for purchasing Stainless Works exhaust for your 93-02 Camaro/Firebird. 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 depending on the year of your vehicle you will need to fabricate or purchase hangers for the system.

1. Make sure vehicle is adequately supported on jackstands before crawling underneath. Assemble the rear chambered sections and rear tailpipes, 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. Insert overaxle y pipe into place and secure to tailpipes using 3" band clamps.
2. Install a band clamp onto the y pipe inlet, and slip the rear overaxle pipe in place. Snug clamp to hold in place.
3. Install the front overaxle pipe into the rear overaxle pipe, and insert the front chambered section (this is the only chambered section which is 3 1/2" diameter, and a different length than the other two) into the rear intermediate pipe. Next, measure the length which needs to be cut off the front factory intermediate pipe—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. 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 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 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.