



## **67-69 CAMARO, 68-72 NOVA CHAMBERED EXHAUST FOR HEADERS INSTALLATION INSTRUCTIONS**

Thanks for purchasing Stainless Works exhaust for your Camaro or Nova. 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. If your system is designed to be used with headers, welding will be required.

1. Make sure vehicle is adequately supported on jackstands before crawling underneath. On 67-68 Camaros and 68-72 Novas, 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. Before assembling any s/s clamps, you want to make sure to apply never seize to the threads to prevent galling. If never seize is not used the threads WILL gall and the clamp will be scrap.
2. Assemble the 3" collector adapters onto your header collectors. Slip the overaxle and chambered front muffler assembly into place. Next, assemble the chambered muffler bodies together by inserting cap screws (not supplied) through the muffler brackets. Install the body assembly onto the overaxle pipes, hold in place with jackstands, and snug clamps to hold in position. Install the tailpipes last.
3. Install the intermediate pipes into the front-chambered muffler/overaxle assembly inlet, and then measure the length that the front headpipe needs to be cut to. If an offset is needed to connect the header collector adapters to the headpipes, use the supplied 45-degree bends and slide the slip joint in or out to adjust the center-to-center distance as required. Weld all joints as required but leave enough joints to be able to disassemble the system.
4. Working from the rear of the car forward, align the tailpipes, then the chambered muffler assembly, and progressively work from the rear of the car to the front. Some pipes may need to be trimmed to length for a perfect fit.
5. 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.
6. Tighten all clamps using a 1/4" drive ratchet, and make sure to apply never seize to all clamp threads. Do not overtighten 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.
7. Drive car at legal speeds for 10-20 miles and re-tighten all clamps