



## **67-69 CAMARO, 68-72 NOVA HOT ROD EXHAUST INSTALLATION INSTRUCTIONS**

Thanks for purchasing Stainless Works exhaust for your 67-69 Camaro or 68-72 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 you will also receive (4) 45 degree bends, and (2) collector adapters. Systems designed to be used for headers will require cutting and welding due to differences in the collector locations for the various brands of headers. We recommend having a qualified technician perform this work.

1. Make sure vehicle is adequately supported on jack stands before crawling underneath. Slip the rear headpipes into the front headpipe and install loosely over manifold studs. If your vehicle is equipped with headers, continue onto step two and the headpipe cutting and fitting will be the last step in your installation.
2. Slide the overaxle/chamber assembly in place and loosely clamp onto the rear headpipe. Install the two transverse mufflers by bolting them together and inserting over the overaxle outlets-the chamber muffler assembly inlet will slide OVER the overaxle outlet. Slip the tailpipes into the chambered outlet-the tailpipes will slip over the chambered muffler outlet.
3. If your vehicle is equipped with headers, install the header collector adapters onto the headers. Measure the amount that the headpipe will need to "jog" over from the collector adapter to the overaxle/chamber assembly-it may be easier to slide the rear headpipe into place at this time. Using the supplied 45 degree bends, slide one into the other and adjust the center to center offset to match what your application requires. Next, mark the lengths required to be cut off of the front headpipes and cut to length. Tack weld in place on the vehicle and remove to finish weld. Stainless steel can be welded with either a tig or mig welder. To mig weld, use s/s wire with tri-gas mix (available through any welding gas supplier). To tig weld, use 308 filler rod and be sure to get good penetration.
4. 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. For aligning the system, it is easiest to start at the rear and work toward the front, making any adjustments as necessary.
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. 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.