



68-72 CHEVELLE CHAMBERED EXHAUST FOR HEADERS INSTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works exhaust for your 68-72 Chevelle. 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. Systems for headers will require welding by a qualified technician due to the variations in header collector outlet placement by the various manufacturers.

1. Make sure vehicle is adequately supported on jackstands before crawling underneath. Starting at the rear of the vehicle, with the axle at full droop, fish the tailpipe over the rear axle 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. 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 chambered muffler onto the tailpipe, and then the slip the rear headpipe into the chambered muffler inlet.
3. Bolt the collector adapters in place and hold the front headpipe up between the collector adapter and the rear headpipe. Cut the headpipe to the appropriate length and deburr. If an offset is required, use the supplied 45 degree bends and adjust the center to center distance required by sliding the 45's together or apart as required. Weld the 45's to the front headpipe and rear headpipe, and use a band clamp for the slip joint.
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.