



FORCE II

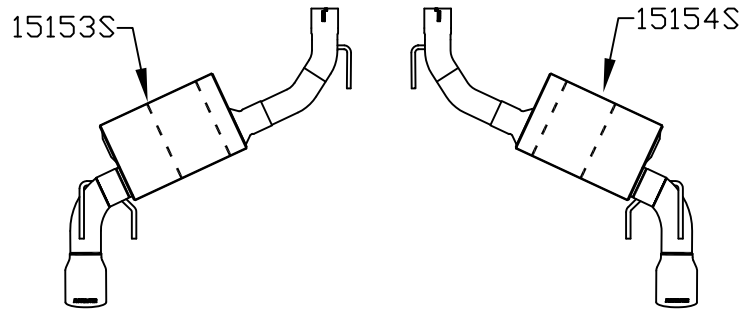
409S® Stainless Steel

Installation diagram for: **SYSTEM #817506**

2010-2013 CAMARO SS

6.2L · V8 ENGINE · INCLUDES CONVERTIBLE

**W/OUT FACTORY GFX PACKAGE OR DUAL MODE EXHAUST*



PACKING LIST

<u>Qty</u>	<u>Description</u>	<u>Part#</u>
1	Muffler	15153S
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1	Parts Kit	PK501
2	Clamps	MC250BS
2	Hanger Keepers	HW502

Removal:

- 1) Begin by applying a lubricant of some type to the six rubber hanger rods/mounts that support the mufflers. This will make the removal and installation much easier.
- 2) Locate the two hanger rods on the mid pipes that are near the rear end housing. Measure from the end of the hanger rods, forward 9-1/2" (see photo) and mark the mid pipes. Using a hacksaw or sawsall, cut both mid pipes.
- 3) Support the front of the muffler, and then completely remove the rubber hanger mount in front of the muffler (keep for reinstallation). Now allow the front of the muffler to drop down, and slide the muffler forward to disengage it from the rear rubber mounts. Once it is free it can be removed from under the vehicle. Repeat the same procedure for the other side.

Installation:

- 1) We have experienced some variation in the heights of the factory mid pipes where they get cut. They optimally should be the same height for proper fit of the new mufflers, so it's recommended that you do some checking with a tape measure. If they are different, you can use some muscle to "tweak" them (push one side up and the other side down) to where they match. You will also want to use a die grinder or file to deburr the sharp edges from the mid pipes where they were cut.
- 2) Place one of the supplied band clamps onto the inlet pipe of the right muffler. Place the muffler up into position and slip the two rear hanger rods into the holes in the rubber mount. Swing the inlet neck up and onto the factory mid pipe where you cut it. Now reinstall the rubber mount in front of the muffler. Repeat the procedure for the left muffler.
- 3) Adjust the position of the mufflers to provide a satisfactory fit. It is recommended that this be done with the vehicle on the ground so that you can get a good view as to their proper positioning such as rotation and stick out of the stainless tips. If you have any trouble with the tips being high or low in the cutouts, it is likely due to the variation noted in step 1. You may have to go back and "adjust" the front pipes, or slightly bend the muffler hanger rods to achieve a perfect fit. After adjustments have been made, securely tighten the inlet clamps. Slide the supplied hanger keepers onto the ends of the two front hanger rods to prevent them from slipping out of the rubber mounts.



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