



2010+ CAMARO V8 TURBO MUFFLER CATBACK INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works Turbo Muffler Catback Exhaust System for your 2010+ Camaro V8. We have gone to great pains to make sure that our exhaust systems fit and sound great. Please follow these steps to ensure that your installation goes as planned. These installation instructions can be used for a simple catback installation to either the factory connection point or to headers and information is provided for installing in a convertible using the required kit, P/N CA11CONVKIT.

Disassembly

1. Disconnect battery.
2. Raise and support vehicle.
3. Remove (4) 15mm bolts holding short cross brace on car. For Convertibles only, you will need to also remove the longer cross brace – (8) 15mm bolts. (This longer brace will be replaced by a new stainless steel brace provided in the kit CA11CONVKIT).
4. For Convertibles only, you will also need to remove the back four bolts holding the rear sections of the lower bracing at the differential – (4) 15mm bolts. Allow the back of the bracing to hang in position. (Later these will be reassembled with spacers and longer bolts provided in the kit CA11CONVKIT).
5. Disconnect and remove rear O2 sensors. (only required when installing headers)
6. Remove exhaust behind the catalytic converters and retain the (2) wide clamps for use on the Stainless Works Exhaust System. (Note these clamps are not needed when purchasing and installing headers with the catback for headers, P/N CA10CBL.)

Catback Installation

1. Install (2) wide clamps (previously removed) and lead pipes, using RTV high temperature sealant. You will assemble the entire system prior to tightening any of the clamps.

1. Install (2) 3" clamps and X-pipe using sealant. Make certain that the X-pipe is level in the tunnel, and pushed all the way forward. If necessary, you may need to loosen the two bolts on each side which connect the factory cats to the manifold. Once the front of the system is aligned properly, these can be retightened. This step is often needed because the factory system is only 2.5" in dia., and this sloppy connection may not be exactly aligned from the factory to allow fitment of the larger 3" exhaust system.
2. Install (2) 3" clamps and tailpipes using sealant.
3. Install hanger clamps on tailpipes using sealant. Below is a picture of these hangers installed. Make sure that you have pushed the tailpipes with the X-pipe far enough forward to allow proper assembly of the remainder of the system.



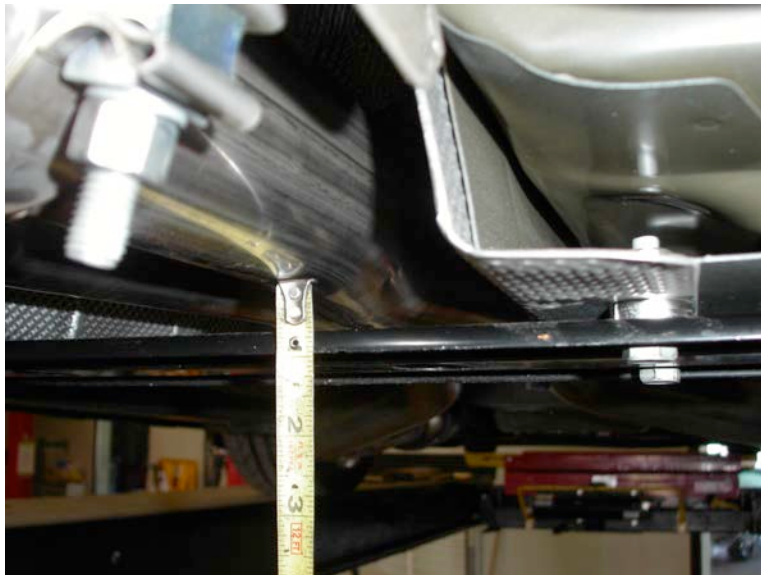
4. Install (2) 3" clamps and mufflers using sealant.
5. Install tips and 3" hanger clamps. Below are pictures of these hangers and tips installed.



6. Reinstall rear O2 sensors – you will need to reroute the O2 lines, and in doing so will not need to add extensions. (This is for catback exhaust with headers only).
7. For Convertibles only, install (4) ¼" thick stainless steel spacers (SPCR_CA10_2), two for each side, above the rear differential bracing and tighten using (4) new longer SS bolts and washers provided in kit CA11CONVKIT. See picture below:



8. Install $\frac{1}{4}$ " thick stainless steel spacers (SPCR_CA10_1), one for each side, between cross brace and bottom of the car and tighten the (4) 15 mm bolts. (This is the brace that runs directly under the X-pipe). Tighten and adjust as needed. Make adjustment so that X-pipe is situated above the cross brace by approx $\frac{1}{2}$ " to $\frac{3}{4}$ " after tightening. See picture below.



9. Adjust and tighten complete exhaust system.
10. For Convertibles only, using (6) 15mm bolts, bolt in the longer cross brace supplied with kit CA11CONVKIT, with cutout toward the front of the car. See picture below:



11. Lower vehicle and reconnect battery.
12. After double checking for clearance and making sure all lines, wires and hoses are secured, drive the car for 10-20 miles and re-check all clamps and clearances.