

2016 CAMARO SS

CATBACK INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works Catback Exhaust system for your 2016 Camaro. We have gone to great lengths to make sure that our exhaust systems fit and sound great. Please follow these steps to ensure that your installation goes as planned. Stainless Works offers catback exhausts for the 2016 Camaro in four configurations based on whether you have quad tips with NPP valves, or the two tip standard exhaust, and whether you have AFM valves in the OEM tailpipes. The electrical motors connected to the OEM valves will be used in this installation if your car is so equipped.

1.

Stainless Works recommends the use of Hi-Temp RTV sensor safe silicon gasket maker as an option or in conjunction with the use of factory gaskets. The recommended Oxygen Sensor Safe RTV is either Valco All-in-One Aluminum or Permatex Copper P/N 101BR available at NAPA, Autozone and other retailers.

2.

Disconnect the battery before starting work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.

3.

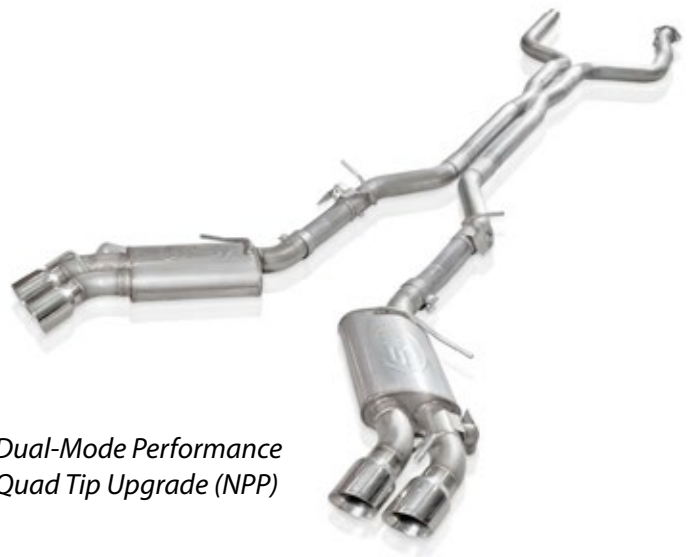
Your exhaust system can be installed by a weekend warrior but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a level hard surface and jack stands are required for safety reasons.

4.

You will assemble the components together as specified below, but only snug the clamps as you move along from front to back. When placing the X-pipe into position, make certain that you push it fully forward and level it with the vehicle. After aligning all the components in the vehicle, you will tighten all the clamps working from front to back of the vehicle.



Standard Two-Tip Exhaust



Dual-Mode Performance Quad Tip Upgrade (NPP)

5.

When installing an axleback or catback bumper exit system, make certain that the hangers at the end of the exhaust have at least $\frac{3}{4}$ " of clearance to the bumper. The exhaust will grow over $\frac{1}{2}$ " in length and can possibly damage the bumper. If the end of the hangers are too close to the bumper, then you must make sure that you have everything pushed forward onto the slip fit joints more fully, starting with the X-pipe.

6.

If so equipped, unplug the electric motors on all the valves whether in the tailpipes, tips or both, depending on the OEM system design.

7.

If so equipped with valves, mark each valve left or right and tailpipes or tips so they are replaced in the same exact location. Remove the (3) 5mm bolts from each valve motor and remove the motors from the valves. Reinstall the electrical motors onto the Stainless Works valves using the same 5mm bolts and tighten.

8.

Remove the passenger side rear O2 sensor.

9.

Remove (5) 8mm bolts from the center brace under the car and remove the center brace.

10.

Remove (2) 10mm nuts from the flange just behind the catalytic converter on the passenger side. These will be reused for the installation.

11.

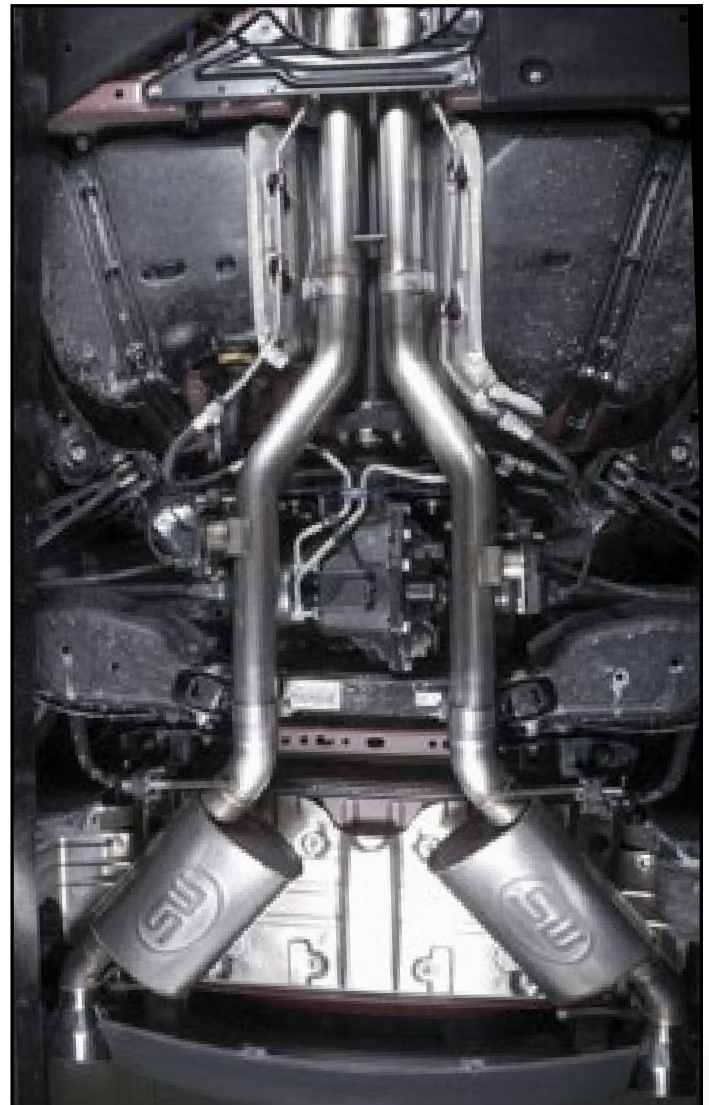
Loosen the clamp on the driver side near the transmission. This clamp is welded to the converter pipe and will need to be removed.

12.

Unhook the (4) forward rubber hangers from the exhaust wire hangers.

13.

Unbolt 10mm nuts (2) per side holding the rear most hangers to car. Removing these assemblies is needed to more easily remove the entire exhaust from the car.



Standard Two-Tip Exhaust



Dual-Mode Performance Quad Tip Upgrade (NPP)

14.

Remove the exhaust.

15.

Reinstall the rear most hanger assemblies on the car using the 10mm bolts (2) per side.

16.

Reinstall the center brace previously removed using (5) ¼" round spacers and (5) 8mm bolts.

17.

Install the lead pipes. The driver side uses a 2-1/4" clamp, passenger side uses a 2 bolt flange and the (2) 10mm nuts removed previously.

18.

Install the X-pipe using (2) 3" clamps. Push the X-pipe as far forward as possible and make sure it is level in the tunnel.

19.

Install the tailpipes using (2) 3" clamps.

20.

If so equipped with quad tips and valves, wire extensions are provided to allow the wire connections to reach the new valves in the tips. These will allow the wires to reach the slightly different positions of the Stainless Works rear valves. Connect the wire extensions to the wire connectors at the rear of the car.

21.

Install the muffler assemblies using (2) 3" clamps.

*You may have to squeeze the back end of the factory tailpipes to round them back out which will make installation easier. Use channel locks, large vice grips or a C-clamp.

22.

Adjust and tighten the system.

23.

Reinstall the passenger side O2 sensor.

24.

If so equipped from the factory, reconnect the wire connectors onto the tailpipe valves (or valve deletes). The wires will need to be removed from the loom clips at chassis to reach the new valve locations.



Detail 17

25.

Adjust the system and tighten the clamps.

26.

Lower the vehicle and reconnect the battery.

27.

Be sure to have adequate clearance around all wires, hoses and lines. If anything is in contact with the exhaust system, it will melt. Make sure to have at least ½" of clearance and wrap any suspect areas with DEI thermal barrier wrap.

28.

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. Your system may be tack welded at the joints/ clamps to reduce shifting of the system during heating and cooling cycles. Make certain to disconnect the battery before performing any welding.

