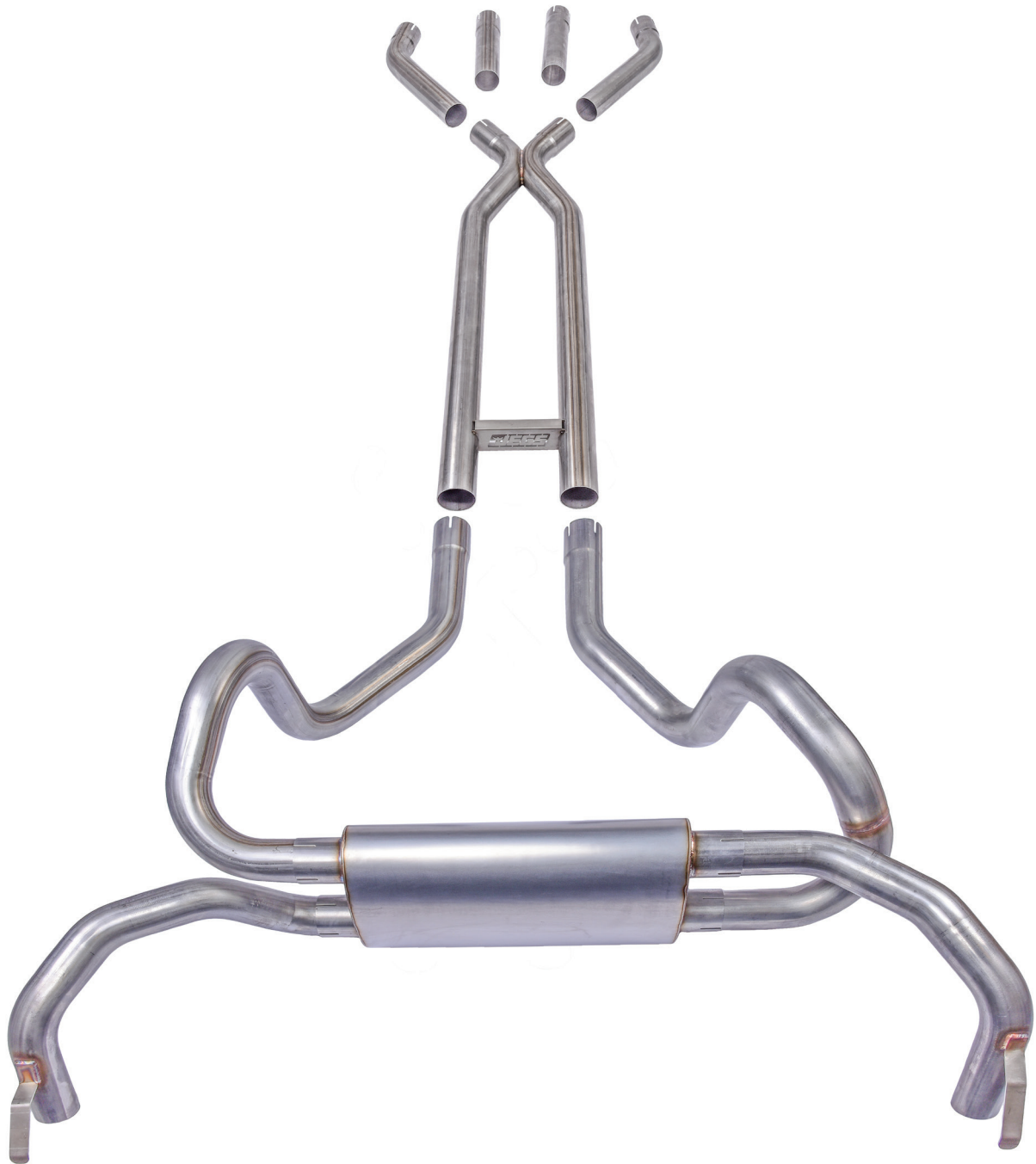


Installation Guide for 30585

Header-Back Dual 2 1/2 in. Exhaust Kit

1967-1981 Chevy Camaro/Pontiac Firebird (F-Body)

1968-1974 Chevy Nova (X-Body)



Parts List



1	(2) Collector Extensions	6	(2) Tailpipes
2	(2) Front X-Pipe Extensions	7	(2) Exhaust Hangers [Short]
3	(1) X-Pipe Assembly	8	(2) Exhaust Hangers [Long]
4	(1) Chambered Crossflow Muffler	9	(12) Exhaust Clamps [2 1/2 in.]
5	(2) Mid-Pipes	10	(8) Bolts & Washers [Self-Tapping]

Read Before Installation

Thank you for purchasing this 1967-1971 F-Body & 1968-1974 X-Body header-back stainless steel 2 1/2 in. exhaust kit.

This kit can be used on cars with stock exhaust manifolds, or headers. The stock manifolds and shorty headers will require the use of a downpipe to connect into this kit. Long tube headers will connect to this kit after the collector.

Note: *Convertibles models may require additional modifications be performed as the factory body brace spacer may need to be lowered to allow for installation of this kit.*

Please be sure to verify that all of the kit components have been received. Reference the parts list on the previous page. If any components are missing or damaged please contact customer service at: 1.800.345.4545.

Installation of this kit can be done with basic hand tools. Necessary tools include penetrating fluid, wrenches, a ratchet with deep sockets, and a metal cutting saw. To speed up the process and ensure tighter connections, an air ratchet can be used. Additionally, while this kit is designed with slip-fit connections to be used with exhaust clamps, you can weld the system together for a more secure exhaust.

If you are having issues, or have questions regarding the installation of this kit, please contact our technical support department at: 1.800.345.4545.

Return Information: Before modifying any of the parts in this kit, please trial fit all components. **Modified parts will not be accepted for return.**

Installation

1. Vehicle Preparation & Pre-Fit

Place your car on a lift, or four jack stands at the maximum safe height. To make installation easier, and verify component fitment, test fit the exhaust kit. Assembling the kit on your garage floor using the diagram provided on the following page.

2. Disassembly

Remove the existing exhaust system from the header, or exhaust manifold, back. In addition to removing the exhaust, remove all frame mounted hangers. This kit includes factory-style hangers.

3. Tailpipes

Test fit the tailpipes. The new tailpipe hanger will mount in the factory location outside of the frame rail in front of the leaf spring shackles. Slide the spoon bracket, welded to the tailpipe, into the newly installed hanger. (**Note:** 1967-1969 F-Body owners may want to remove the spoon bracket and instead use the factory quarter exit tail pipe hanger.)

4. Muffler

The cross-flow muffler should fit parallel and squarely between the fuel tank and rear of the car. The driver's (left) side tail pipe fits into the bottom inlet of the muffler, while the passenger (right) side fits into the top inlet.

5. Mid-Pipes (Over-the-Axle)

The driver's (left) side mid-pipe will connect to the top inlet of the muffler, while the passenger (right) side will connect to the bottom inlet. (**Note:** Do not tighten any exhaust clamps at this point, adjustments may be necessary for the best fit.) The muffler hangers will be mounted to the rear seat pans, just in front of the rear.

Installation Contd.

6. X-Pipe

(**Note:** For optimal fitment, some trimming of the tubing may be necessary.) Install the rear of the x-pipe to the mid-pipes. For best results, the center of the "X" should be 8 in. -12 in. behind the transmission tail-shaft and centered under the driveshaft. Cut the rear pipes as needed to get the "X" in the proper location. (**Note:** With the rear suspension unloaded the x-pipe can be positioned until it almost touches the driveshaft. It will never hit once the suspension is under load.)

7. Front X-Pipe Extension

Slide these extensions into the x-pipe. They should terminate near the humps on the transmission cross-member. In some applications, the front x-pipe extensions maybe not be centered on the cross-member humps, but still line up with the header collectors, or downpipes.

8. Collector Extensions

Use the collect extensions to join the header collector/down-pipe to the x-pipe. Trimming of these extensions may be necessary for proper fitment. Do not connect the x-pipe directly to the collector/down-pipe. When using downpipes, ensure that they terminate close to the rear side of the transmission cross-member. They will need to be trimmed if they are too long. For header applications, the collectors must run parallel to the car. If they are at an angle, modification may be necessary.

9. Final Assembly & Fine Tuning

With the entire system installed on the car make any adjustments needed to get the proper positioning. Once you are happy with the fitment, securely tighten all the clamps. At this time you can alternately weld the entire system.

