

## Exhaust System, 86-93 Mustang GT “Loudmouth/Loudmouth II/PowerFlow”

### PACKING LIST

*Before installation, use this check list to make sure all necessary parts have been included.*

ITEM	QTY	CHECK	PART NUMBER	DESCRIPTION
1.	1	<input type="checkbox"/>	310304796	P-side Front Intermediate Pipe
2.	1	<input type="checkbox"/>	310304795	D-side Front Intermediate Pipe
3.	1	<input type="checkbox"/>	310304798	P-side, Mid Intermediate Pipe
4.	1	<input type="checkbox"/>	310304797	D-side, Mid Intermediate Pipe
5.	1	<input type="checkbox"/>	310304791	P-side, Tailpipe
6.	1	<input type="checkbox"/>	310304792	D-side, Tailpipe
7.	2	<input type="checkbox"/>	310305785B	Tip, Polished, Slash Cut, Dual Wall
8.	8	<input type="checkbox"/>	308144380	2.5 in. Band Clamps
9.	1	<input type="checkbox"/>	307398723	Passenger-side Exhaust Hanger
10.	1	<input type="checkbox"/>	307398724	Driver-side Exhaust Hanger
11.	2	<input type="checkbox"/>	310013202	Muffler, Loudmouth, SLP Stamp, Polish
			or 310013818	Muffler, Loudmouth II, SLP Stamp, Polish
			or 308560782	Muffler, Powerflo, SLP Stamp, Polish
12.	2	<input type="checkbox"/>	310013202	Flange, Ball, 2.5 in.
13.	1	<input type="checkbox"/>	310304808	Tip, D-Side, Fox Body GT
14.	1	<input type="checkbox"/>	310304809	Tip, P-Side, Fox Body, GT
15.	1	<input type="checkbox"/>	*****	Instructions

**WARNING:** SLP Recommends wearing safety glasses for the complete installation.

**WARNING:** SLP Recommends allowing the vehicle to cool (not running) for five hours before beginning installation.

### INSTALLATION INSTRUCTIONS – #M31016/M31018/M31019

1. Raise the vehicle to allow for a sufficient work area underneath the vehicle. A vehicle lift will make this installation much easier; however, raising the vehicle can be accomplished using ramps or a jack with jack stands.
2. Remove the old exhaust from the vehicle by unbolting the 2 flanges from the H-pipe and removing the exhaust hangers from the rubber insulators.

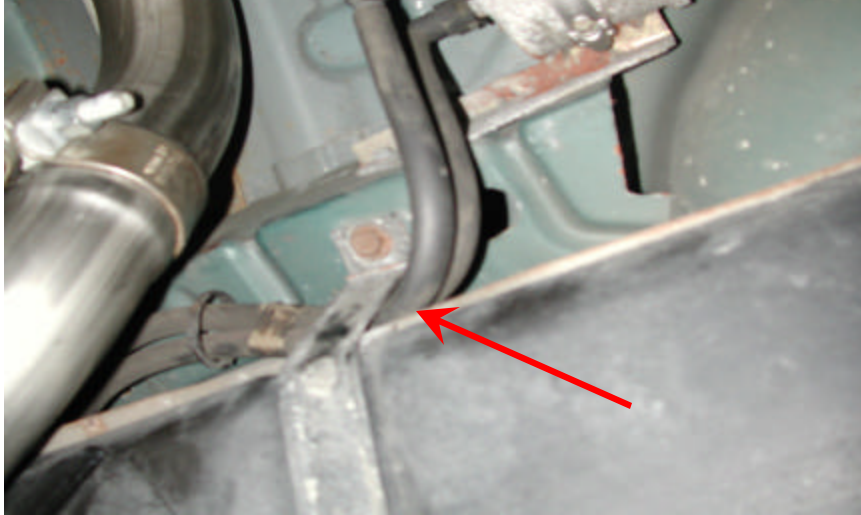
Note: You may need to cut the old pipes in the vicinity of the rear axle or disconnect the shocks to gain enough suspension clearance to remove them.

3. Remove the old muffler hangers from the vehicle underbody and frame, but save the fasteners, as you will be reusing them.
4. Bolt the muffler hangers provided to the vehicle under body using the same hardware and location as the original muffler hangers. The side of the hanger that will hang lowest should be facing the outside of the vehicle.
5. Insert the hangers on the driver side mid intermediate pipe into the rubber insulators on the new muffler hanger provided.
6. Next, slide the SLP Loudmouth, Loudmouth II or Powerflo Mufflers with 2.5 in clamp onto the inlet of the mid intermediate pipe.
7. Next, slide the front intermediate pipe with clamp (Driver's side is the shorter of the two front intermediate pipes) onto the inlet of the muffler.
8. Next place the front intermediate pipe inlet onto the ball flange at the back of the stock h-pipe and slide the flange onto the studs. Thread the nuts onto the studs but leave them loose enough to allow later adjustment.



9. Next, slide a clamp onto the front of the driver side tailpipe and slip it onto the mid intermediate pipe where it comes over the axle. Loosely tighten the clamp.
10. Place a clamp onto the end of one of the tailpipe tips, slide the tip onto the tailpipe, and slide the hanger into the factory rubber hanger. Loosely tighten the clamp.
11. Repeat this procedure for the passenger side.

12. Now adjust all the pipes until the tips are located as desired and all the pipes have enough clearance from all suspension, brake lines, fuel tank, driveline, and body parts.
13. On some vehicles the fuel lines coming out of the fuel filter will need to be tucked behind the gas tank mounting strap. To accomplish this simply support the gas tank on the passenger's side with a dead-man and remove the bolt holding the strap to the body of the car. Next tuck the fuel lines between the tank and the strap and tighten the bolt back in its original location. See photo below. The fuel lines will NOT be crimped in any way as there is more than enough room between the tank and the strap to tuck the two fuel lines away from the exhaust.



14. Please view photo below of suggested clearance of passenger side tailpipe to the passenger side of the gas tank.



15. Tighten all the clamps and fasteners working from the H-pipe back, while checking and maintaining correct tip location along the way. The H-pipe flange studs/nuts should be tightened to 26 lb/ft.
16. Start the vehicle and inspect for leaks.
17. Double check all fasteners and clearances after test driving. Adjust as necessary.

Dear SLP Enthusiast,

SLP LoudMouth Exhaust Systems DO include a muffler. While it does not "look" like the traditional muffler, it is indeed a muffler by definition.

The muffler (aka resonator - actually a misnomer or ill-understood word) was designed by SLP to smooth the exhaust gas pulsations by methods of wave rarefaction to make them as inaudible / quiet as possible. This is a type of reflection muffler; Most people are much more familiar with more common 'absorption type mufflers', which typically include internal perforations, sections, and/or absorption insulation.

More simply put, a muffler exists and was designed with intent to reduce exhaust noise.

The Specialty Equipment Manufacturers Association (SEMA – [www.sema.org](http://www.sema.org)) has staff dedicated to representing the aftermarket industry in regulation/legislation pertaining to aftermarket parts. SEMA is an excellent source for further information and/or news and updates regarding the latest laws governing aftermarket parts.

The SLP Loud Mouth exhaust system is **50 state, emissions legal**. It will not adversely effect emissions. Every local jurisdiction creates and enforces their own laws regarding '**noise**'. Local jurisdictions have the ability to write more detailed and stringent laws regarding noise - but commonly do not outlaw 'replacement exhaust systems'; Unless they have their own specific design criteria for a 'muffler', which specifically excludes reflection type mufflers, the Loud Mouth would typically be acceptable. Only actual laboratory decibel measurements are a fair measurement of a muffler's effectiveness to quiet exhaust and should be required and completed to judge an exhaust system. Most jurisdictions do not have the ability to measure noise levels accurately. The testing is very subjective if not properly and accurately completed.

Due to the nearly infinite number of local jurisdictions, 'related noise regulations/laws', and their high frequency of change, SLP does not participate and/or represent customers, companies, shops, technicians, or sellers in any litigation, traffic or legal matter regarding or related to the legality of an SLP exhaust system and disclaims any responsibility. It is solely the responsibility of the customer to investigate and verify whether or not SLP products are legal for use. SLP recommends checking local legislature for specific laws regarding the legality of aftermarket exhaust systems.

SLP Performance Parts