

# **FLOWMASTER™**

## **AMERICAN THUNDER™**

### **SYSTEM #17356**

**1993-95 CHEVROLET CAMARO/PONTIAC FIREBIRD**

**3.4L V-6 ENGINE**

April 12, 2002

#### **Removal:**

- 1) Raise the rear of the vehicle and support with jack stands.
- 2) Using a hacksaw or sawzall, cut the inlet pipe off where it enters the muffler case. Then remove the bolt that secures the rubber hanger to the bracket on the left tailpipe. This will allow you to remove the entire muffler tailpipe assembly.
- 3) The rear panhard bar must rotated down to allow the over axle pipe to be removed. The bar runs above and parallel to the rear end housing. There are three bolts that secure it to the unibody which must be removed. There are also two small sheet metal screws which fasten the bar to a heat shield that need to be removed. Once these are removed, pull the bar down as far as you can.(Keep all of the bolts because you will need to put them back)
- 4) There are also two small sheet metal screws that secure the heat shield to the body on the right side where the axle pipe runs over the panhard bar. These must be temporarily removed in order to get the new pipe into place.
- 5) Remove the nut that secures the hanger tongue to the bracket on the over axle pipe. (located on the right side just behind the rear axle.) Then remove the two bolts that fasten the rubber mount to the body. Keep the rubber mount and bolts as they will be needed.
- 6) Remove the two bolts that secure the flange at the front pipe to cat connection. Remove the stamped crossmember/brace by removing the four mounting bolts. If you are working on a rack, you will be able to now swing the whole pipe down and negotiate it out from over the axle. If you are working on the ground you will need to cut the pipe off before it goes over the axle in order to get it out.

#### **Installation:**

- 1) Place the front pipe assembly #16387 in position behind the catalytic converter, and use the provided bolts and washers to connect the flange. Tighten the bolts down just enough to hold the pipe in place but still allow for adjustment.
- 2) Negotiate the over axle pipe #16389 up over the rear end. Install one of the 2-1/2" clamps over the front of the pipe, then slip the pipe over the rear of the previously installed front pipe.

### **17356 installation (cont.)**

- 3) Slip the factory rubber mount onto the rear hanger, then push the pipe up into position so that the hanger can be fastened back into place using the original two bolts.
- 4) The rear panhard bar should now be pushed back up and bolted back into place. The heat shield should also be fastened back onto the bar.
- 5) Place the three remaining 2-1/2" ring clamps onto the muffler necks, and tighten them down just enough to hold them in place.
- 6) Lift the muffler into position, and slide the neck marked "INLET" onto the over axle pipe. Use a stand of some sort to temporarily support the muffler.
- 7) Install the left tailpipe #16388 by sliding into the muffler outlet. Then connect the hanger to the factory rubber mount using the 5/16" bolt, nut and fender washer.
- 8) Install the right tailpipe # 16385 by sliding the pipe into the muffler outlet.
- 9) Adjust the position of the pipes and the muffler to provide a satisfactory fit. Now all the clamps can be tightened down securely. Try to keep at least 3/4" clearance around all parts of the system to avoid any rattles. Also keep suspension travel in mind.

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 (3.4L V-6 ENGINES)*

PACKING LIST

| QTY. | PART#             | DESCRIPTION       |
|------|-------------------|-------------------|
| 1    | 16387             | INLET PIPE ASSY   |
| 1    | 16389             | OVER AXLE PIPE    |
| 1    | 52583             | MUFFLER           |
| 1    | 16385             | RIGHT TAILPIPE    |
| 1    | 16388             | LEFT TAILPIPE     |
| 1    | PK394             | PARTS KIT         |
| 4    | MC250R            | 2-1/2" RING CLAMP |
| 2    | M10 X 1.50 X 60   | HEX BOLT          |
| 2    | M10               | SPLIT LOCK WASHER |
| 1    | 5/16"-NC X 1-1/2" | HEX BOLT          |
| 1    | 5/16"-NC          | HEX NUT           |
| 1    | 5/16"             | SPLIT LOCK WASHER |
| 1    | 5/16"             | FENDER WASHER     |

