

**MODERATE** - Installation requires metric tools and possibly cutting and drilling. The ability to closely follow instructions is imperative. If your mechanical experience is limited to simple jobs like changing oil and rotating tires, a Moderate installation will likely prove challenging.

**ESTIMATED INSTALLATION TIME** - Installation times are for a professional installer. Times may vary based on the skill level of the installer.

**ESTIMATED INSTALL TIME** - 1.4 hrs

**PART #31049**

**1997-2003 LS1  
C5 CORVETTE  
LOUD MOUTH  
EXHAUST SYSTEM**

#### PACKING LIST

| ITEM # | CHECK                    | QTY | PART NUMBER | DESCRIPTION                      |
|--------|--------------------------|-----|-------------|----------------------------------|
| 1      | <input type="checkbox"/> | 1   | 310305795   | Driver Side Tailpipe Assembly    |
| 2      | <input type="checkbox"/> | 1   | 310305794   | Passenger Side Tailpipe Assembly |
| 3      | <input type="checkbox"/> | 1   | 310301382   | Driver Side Overaxle Pipe        |
| 4      | <input type="checkbox"/> | 1   | 310301383   | Passenger Side Overaxle Pipe     |
| 5      | <input type="checkbox"/> | 1   | 306428785   | Hanger Assy, Pass Side           |
| 6      | <input type="checkbox"/> | 1   | 306427785   | Hanger Assy, Driver Side         |
| 7      | <input type="checkbox"/> | 1   | 31049K      | Install Kit                      |
| 8      | <input type="checkbox"/> | 1   | *****       | Installation Instructions        |

**WARNING:** Exhaust system components can remain extremely hot for extended periods of time causing serious injury. Allow the vehicle to cool (not running) for five hours before beginning the installation. SLP recommends wearing safety glasses for the complete installation.

#### INSTALLATION INSTRUCTIONS

1. Disconnect the negative battery cable. Place the vehicle on a vehicle lift, as this will allow enough working space underneath the vehicle to complete the installation.
2. Begin removal of O.E.M. muffler/overaxle assembly by first removing the nuts on both ends of the rear sway bar links (where sway bar attaches to the link) and loosen the u-straps that hold sway bar to the aluminum center section. This will allow you to rotate the sway bar out of the way for passenger side muffler/overaxle assembly removal.

**Note:** Automatic Transmission will require cutting of the over-axle pipe to remove the muffler.

3. Remove each side muffler/overaxle assembly by first loosening the nuts on each side rear muffler hanger all but a few threads. This can be done using a 13 mm socket on a 10" extension, between the rear edge of each muffler and the rear fascia. Then, loosen and remove the two bolts on each flange at the front ends of the overaxle pipes. While holding the muffler/overaxle assembly, finish removing the nuts on each rear muffler hanger, and carefully remove each assembly from vehicle.
4. Check to be sure there is no remaining gasket material on the outlet flanges of the dual intermediate pipes on vehicle; scrape flanges clean if necessary.

5. Identify each of the two overaxle pipes from kit by comparing the angle of their flanges (when looking downward on them). The passenger side overaxle pipe has a distinctly greater angle between the flange and the pipe. Put each over-axle pipe up into place, and loosely install the two bolts in each flange on both sides. Reference photo 1 below.



**Photo 1**

6. Install both the passenger and driver side hanger assy. into the stock rubber mounts just inside the rear fascia. And loosely install the hex head screw, washer and nylock nut. Reference photos 2 & 3 below for location of stock rubber mounts and location for hex head screw.



**Photo 2**



**Photo 3**

7. Slide the two, 2-1/2" band clamps onto the inlet (cone) end of the two new tailpipe assemblies. Put each tailpipe assembly up into place. Tighten the band clamps ONLY enough to hold the tailpipe assemblies from falling off. Reference photos below for location of clamps.



**Photo 4**



**Photo 5**

8. Using the two remaining 5/16" hex head screws and nuts, bolt the hanger assembly to the brackets welded onto each of the tailpipe assemblies loosely. Reference photo below.



9. Next, align the tips by twisting the tip assy. When tips are aligned tighten down on the two band clamps then on the 5/16" hex head nuts and bolts to hold tips in place.
10. Check over all bolts to make sure they are tight.
11. The installation is now complete.

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