

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 - 1.5 hrs

PART NO. 31060 & 31061

2004 GTO Cat-Back "Loud Mouth" or "Powerflo" Exhaust System

PACKING LIST

Item #	Check	Quantity	Part Number	Description
1	☐	2	307815422	Slash Cut Tip
2	☐	1	310892000	X-Pipe
3	☐	1	310472000	D/P-Side Intermediate Pipe
4	☐	1	310803000	D/P-Side Tail Pipe
5	☐	2	310013818	Bullet Muffler OR
			310013919	Bullet Resonator
6	☐	8	308144380	2.5" Torca
7	☐	4	310301491	Rubber Isolator
8	☐	1	*****	Installation Instructions

Warning: SLP recommends allowing 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. A vehicle lift is highly recommended for this installation.
2. Raise vehicle so that you can access the exhaust system.
3. First, loosen the torca clamps on the stock exhaust system where the tailpipe assembly and muffler assembly meet.
4. Next, remove the 2 brass clips and rubber hangers that hang the stock exhaust system tailpipes to the GTO.
5. Remove the tailpipe assembly.

6. Next remove the 4 brass clips and rubber hangers that hang the stock muffler assembly. There are 4 just in front of the rear suspension. See photo on next page.



7. Next remove the four bolts that attach the stock X-Pipe to the catalytic converter pipes. Retain the four bolts as you will re-use them to install the SLP exhaust system. See photo below.



8. Remove the stock x pipes and stock mufflers from the GTO.
9. Next start by installing the SLP cat-back from the front to the back of the GTO.
10. First, using the stock bolts and gaskets provided, loosely attach the new SLP x-pipe to the flanges on the catalytic converter pipes.

11. Next, slip on the torca clamps onto the back of the x-pipe and fit the SLP mufflers over the end of the x-pipe.
12. Next install the new black rubber hangers onto the GTO. There are only 4 new rubber hangers used on the SLP system instead of 6 compared to the stock system.
13. Install two at the rear just inside the bumper and install the other two on the stock brackets that point to the outside where the stock mufflers were located. The new hangers will fit snug onto the hanger brackets on the GTO. Use WD-40 or grease to stretch and slip the new rubber hanger onto the stock bracket. Once all new 4 black rubber hangers are on the GTO carefully lift the intermediate pipe into place.
14. Slip the intermediate pipe into the new SLP mufflers and the intermediate pipe hangers onto the black rubber hangers installed in the step above.
15. Next install the new SLP tailpipe assembly onto the intermediate pipe and onto the new black rubber hangers.
16. Install the 4 brass locks removed from step 4 and 6 above onto the hanger brackets.
17. Next adjust the system from front to back to make sure there are clearances around the rear suspension and axle. Tighten the system from the front to the back. See photo below for completed install.



18. Next, install the new SLP polished tips onto the end of the tail pipe assembly and adjust as desired.
19. Check all clamps.
20. 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) 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