Document ID: 4841205

Exhaust Muffler Package Installation

Installation Instructions Part Number

84100444

Kit Contents

Qty	Description
1	Right Muffler Assembly
1	Left Muffler Assembly
1	Y-Pipe Assembly
1	Mid-Pipe
1	3” Clamp
3	2.25” Clamps
1	Chevrolet Performance Badge
1	Installation Instructions

Procedure

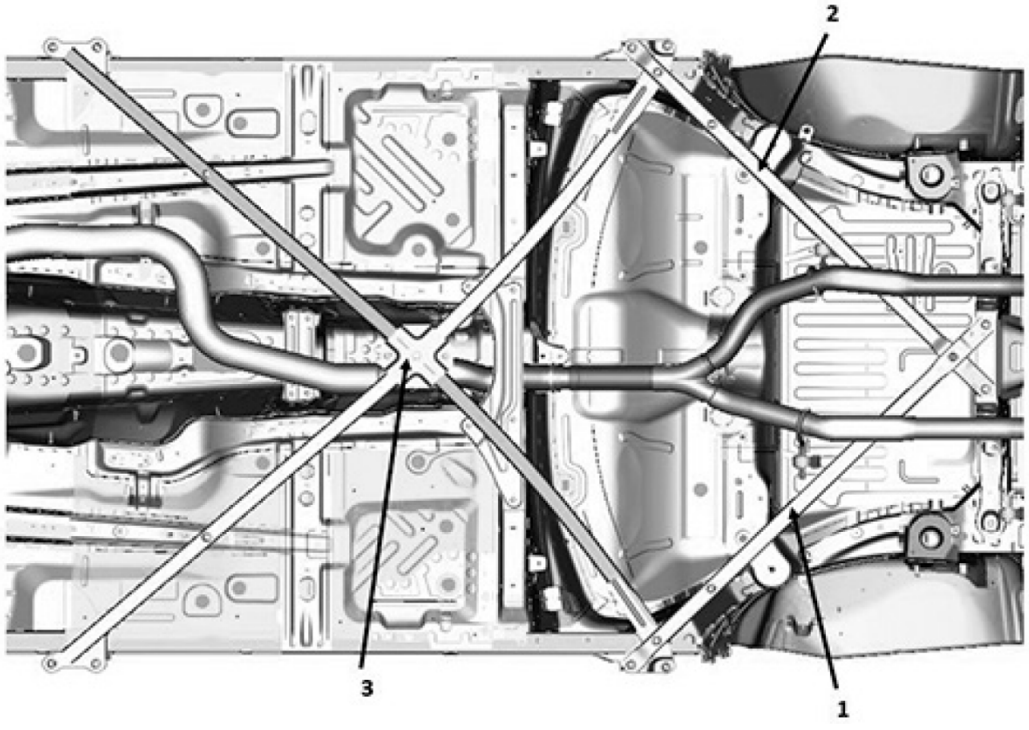
Caution: Never work on a hot exhaust system. Serious injury in the form of burns can result. If the vehicle has been in use and the exhaust system is hot, allow vehicle to cool for at least 1 hour. Always wear eye protection when working under any vehicle.

Warning: Approved safety glasses and gloves should be worn when performing this procedure to reduce the chance of personal injury.

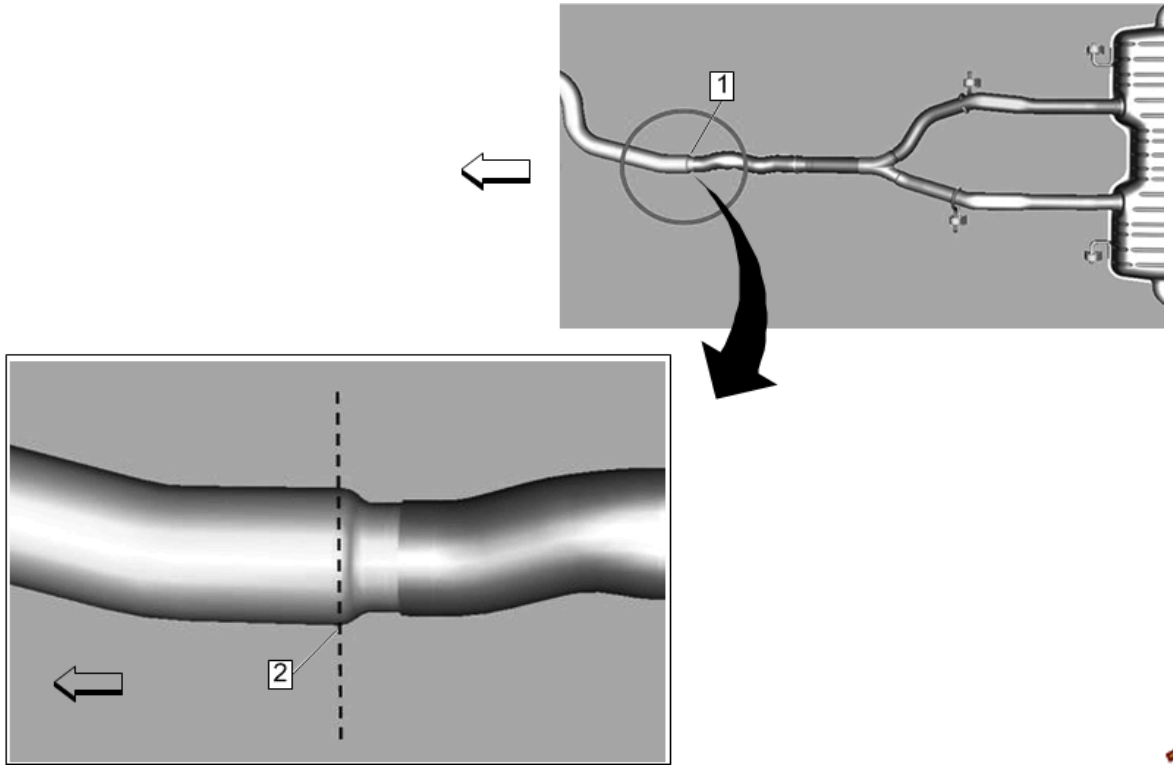
Note: It is our recommendation that you use a hoist or hydraulic lift to facilitate the installation of your new Performance Parts Exhaust upgrade package.

Taking all under car safety precautions, lift the vehicle using a hoist or hydraulic lift. Once this has been done, you may begin working on the exhaust system.

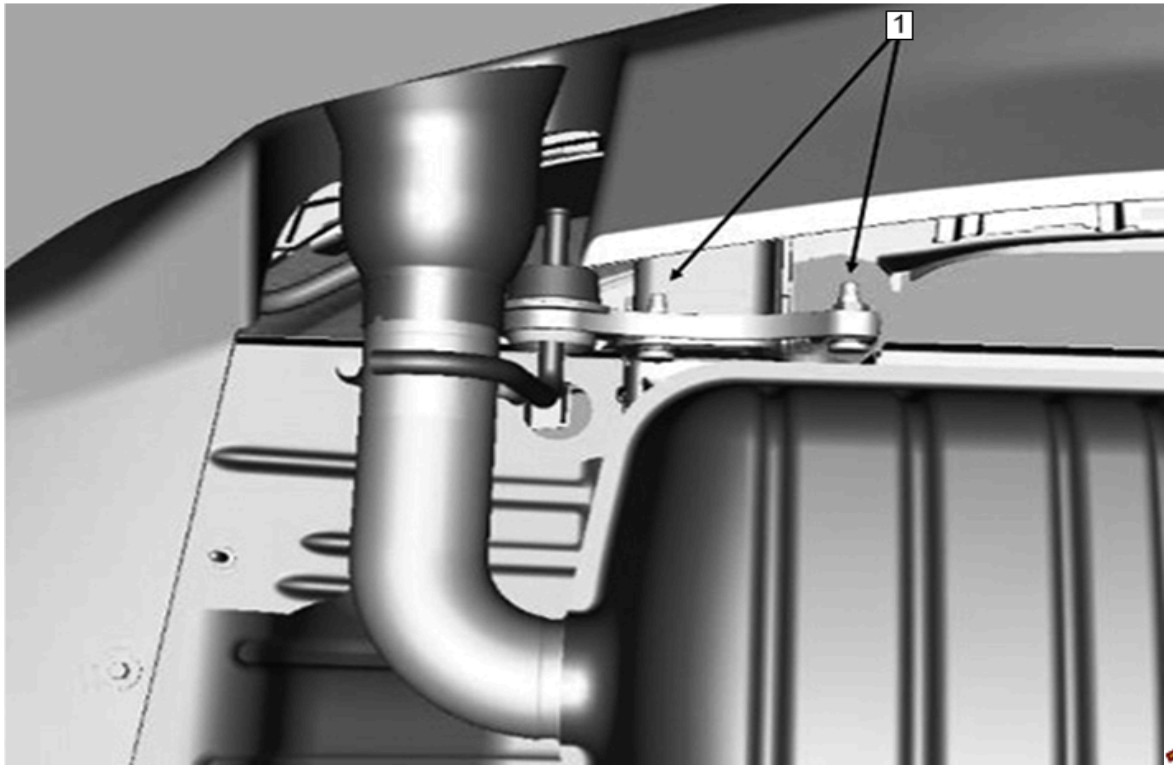
Note: Please confirm that all parts are present before beginning the factory exhaust system removal and performance exhaust system installation.



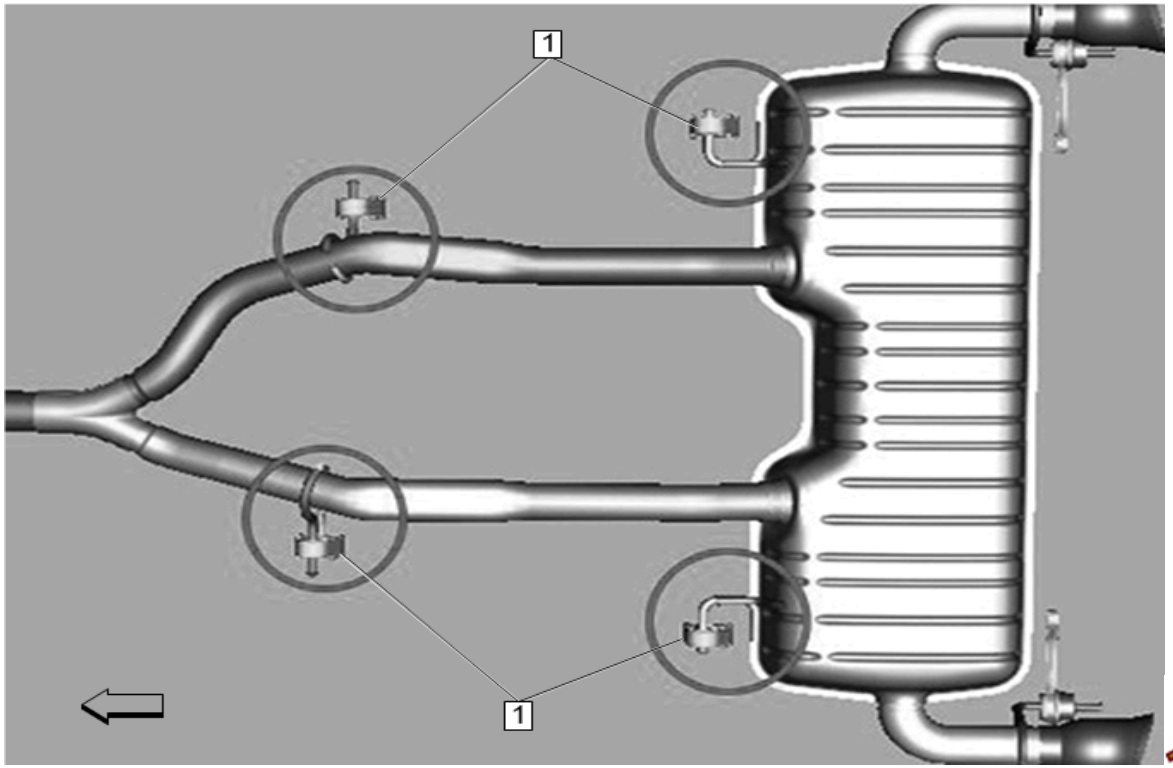
1. **Brace Removal:** For convertible vehicles, it is recommended that you remove the underbody bracing before replacing the accessory exhaust. Remove the braces in the order shown. Retain all fasteners for re-installation.



2. **Stock Exhaust Cut Location:** Raise the vehicle so that the center and rear section (1) of the factory exhaust can be reached. Cut the exhaust at the tangent point (2).

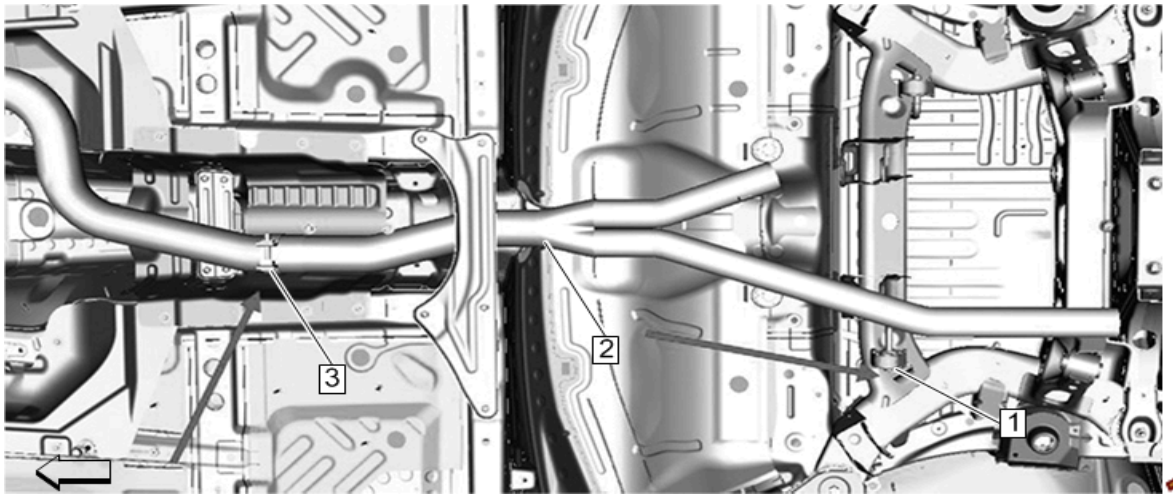


3. **Rear support bracket (LH shown, RH similar):** Remove the factory muffler from the hangers. Unbolt and retain the nuts (1) from the support brackets near both tailpipes at the rear of the vehicle and remove the support brackets from both sides as shown.



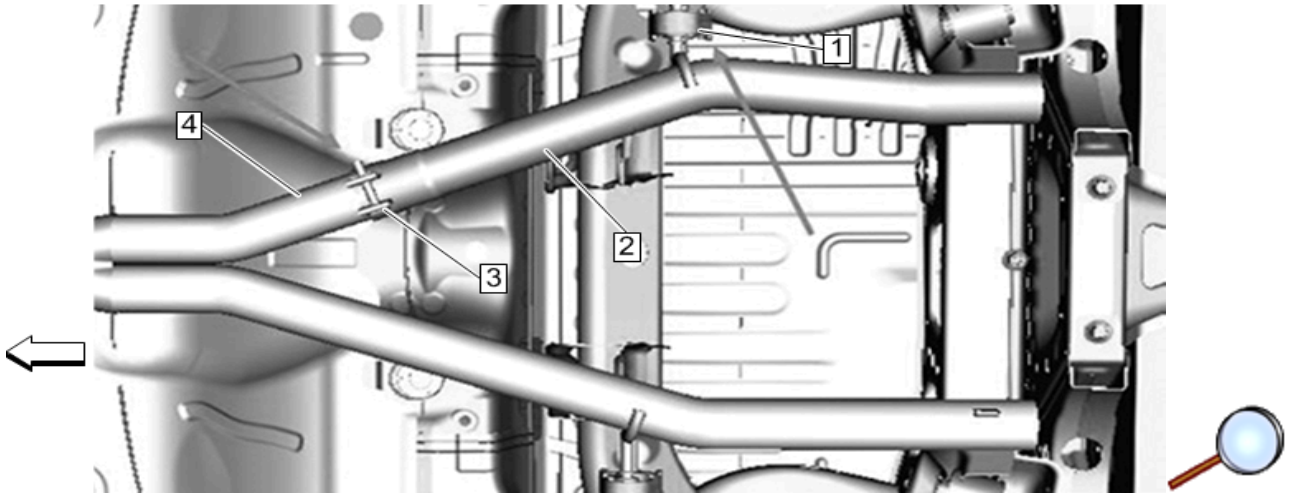
4. **Hanger Locations:** Remove four hangers (1) from mid-section of the rear exhaust and remove rear section.

   Note: Take caution to support the muffler when removing the hangers to avoid possible damage to the fascia.

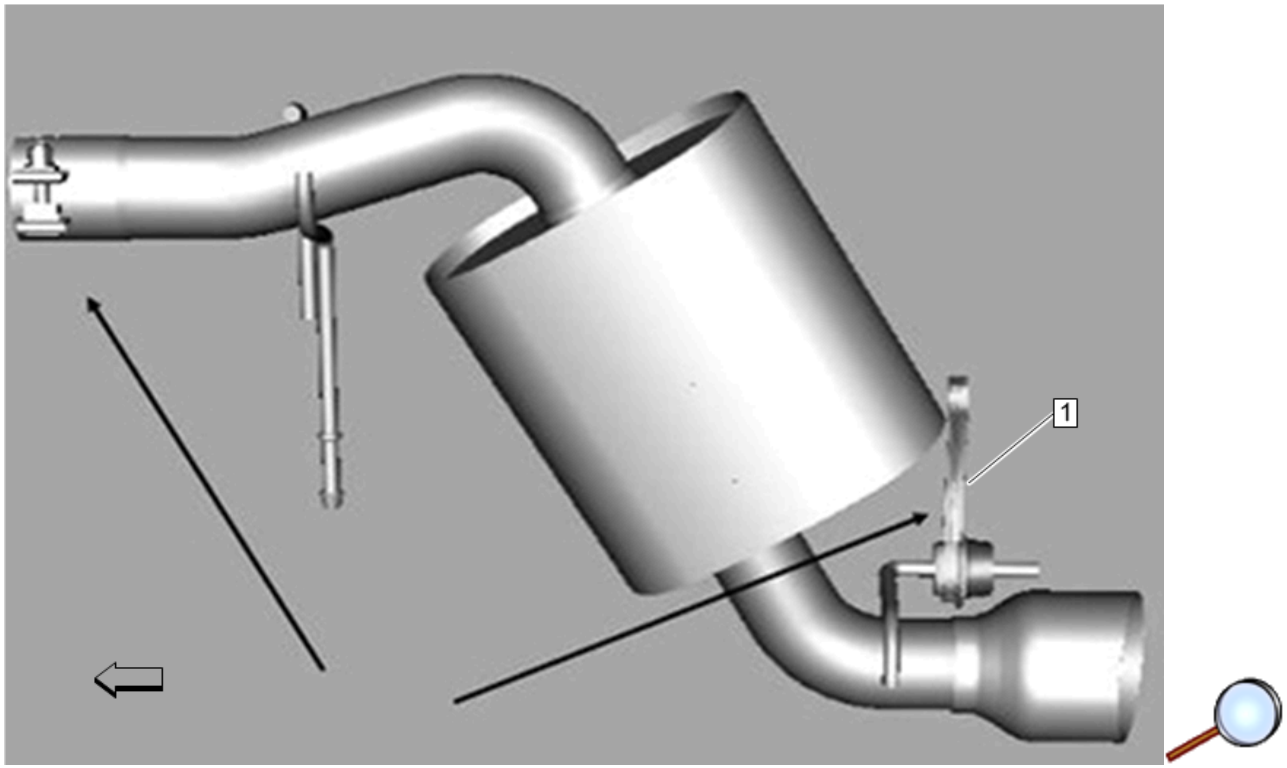


5. **Y-Pipe Installation:** Install Y-pipe (2) onto stock section. Loosely install clamp (3) and seat hanger into rubber grommet (1). Do not tighten clamp.

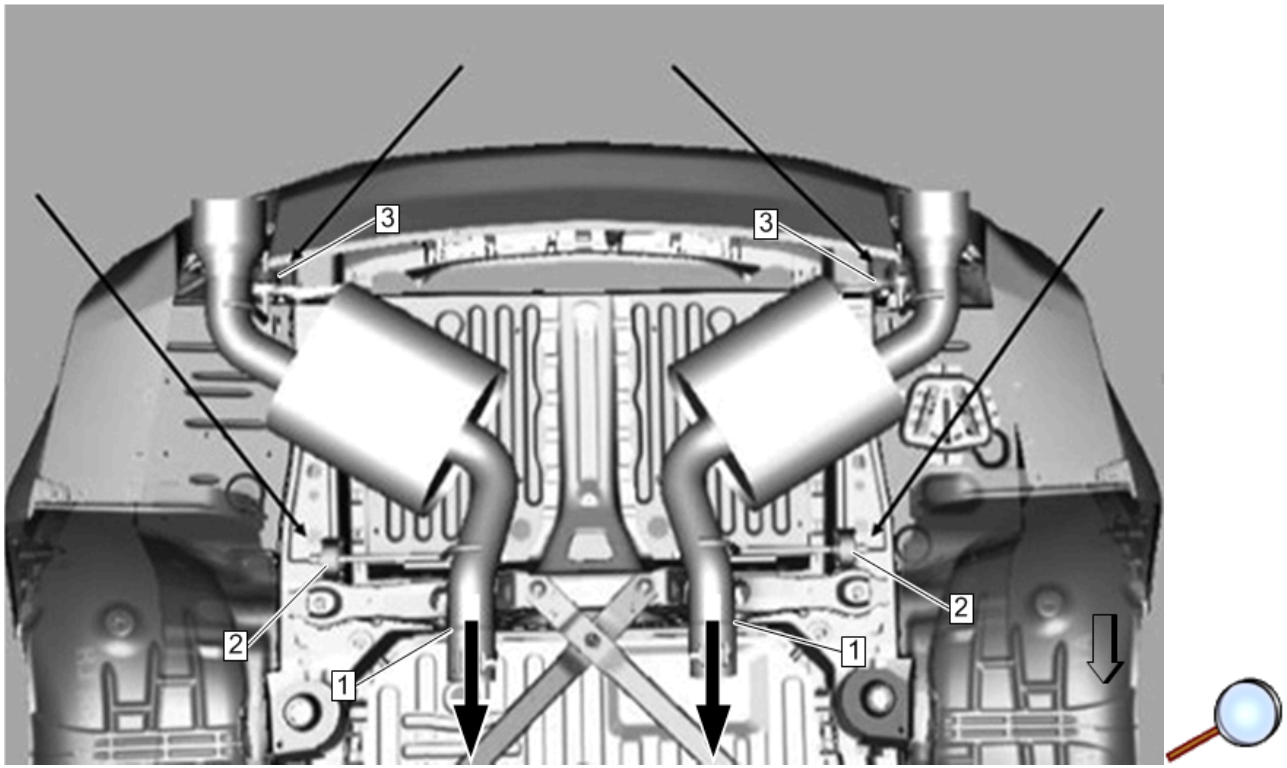
   Note: It is recommended that two people perform this step.



6. **Mid-Pipe Installation:** Install mid-pipe (2) onto Y-pipe (4) with clamp (3). Seat hanger into grommet (1). Do not tighten clamp.

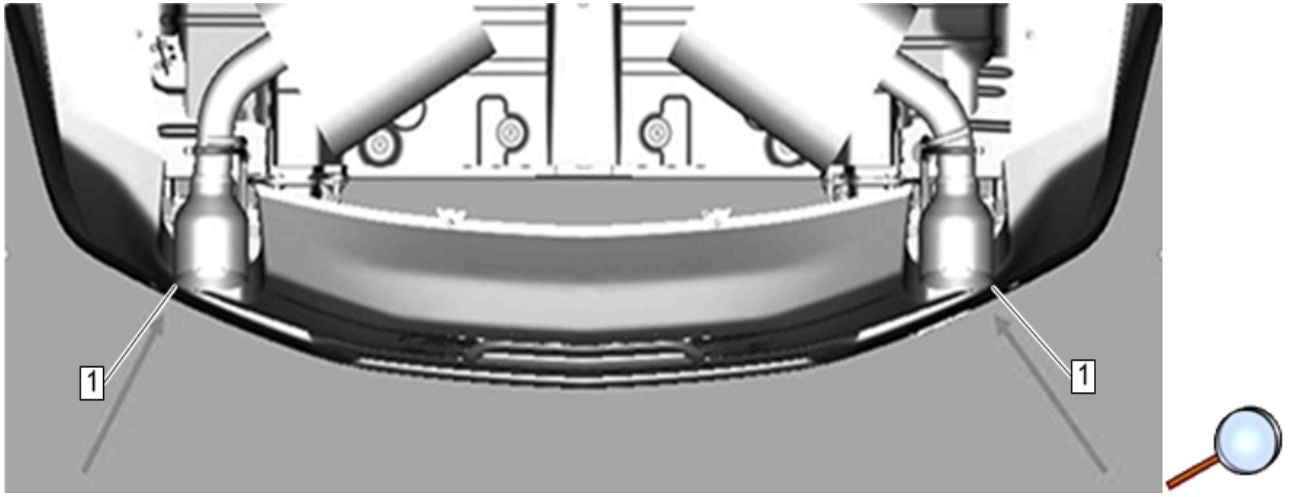


7. **Pre-installed Hardware on muffler:** Install a hanger over the end of one of the new mufflers, and install respective rear support bracket (1) onto muffler as shown.

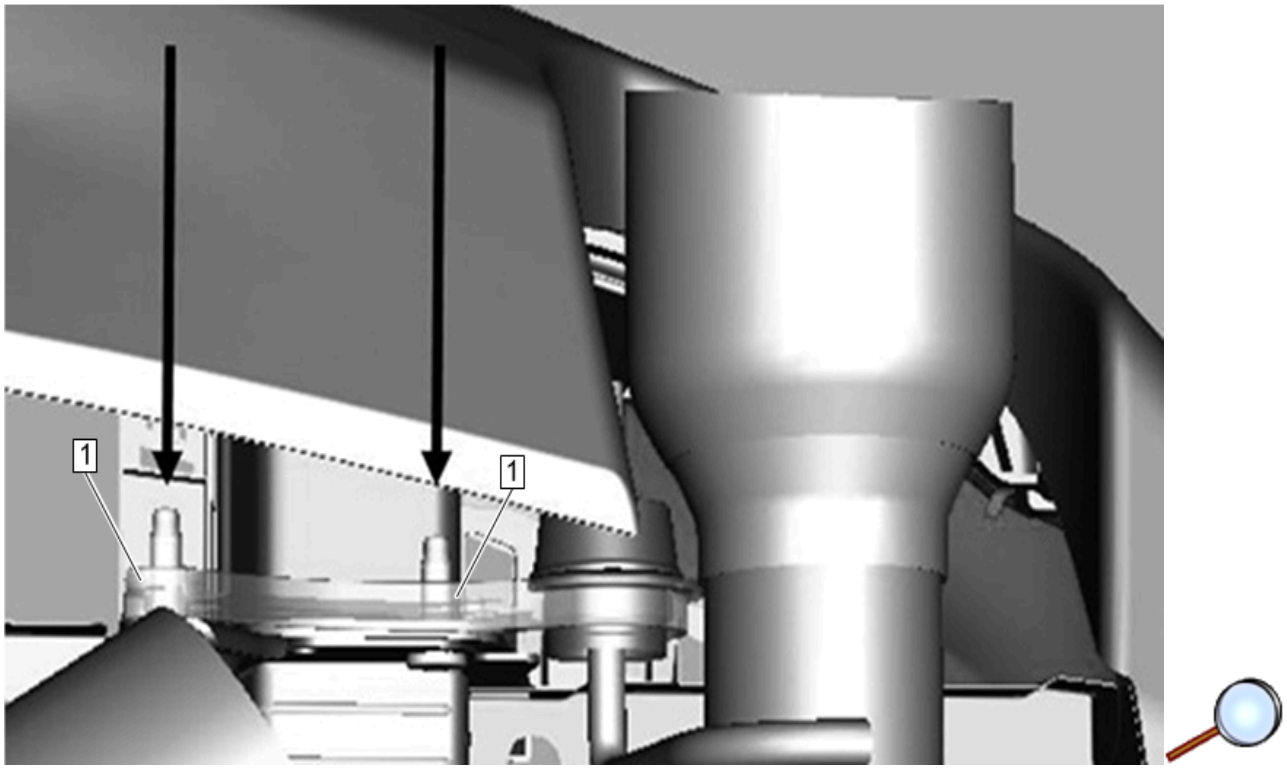


Caution: Use the correct fastener in the correct location. Replacement fasteners must be the correct part number for that application. Fasteners requiring replacement or fasteners requiring the use of thread locking compound or sealant are identified in the service procedure. Do not use paints, lubricants, or corrosion inhibitors on fasteners or fastener joint surfaces unless specified. These coatings affect fastener torque and joint clamping force and may damage the fastener. Use the correct tightening sequence and specifications when installing fasteners in order to avoid damage to parts and systems.

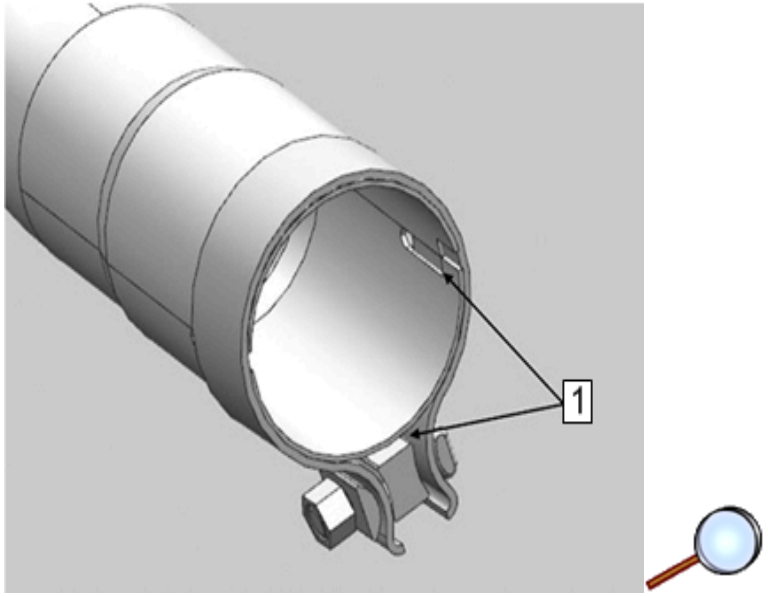
8. **Mounting locations for new mufflers:** Seat muffler (1) on to end of pipe. Seat mid-hanger mount of muffler into rubber hanger (2). Install rear support bracket (3) onto studs and hand tighten nuts.



9. **Tip alignment looking straight up from below:** Align tip fore/aft as shown. When looking straight up from the ground, outside corner of tip will protrude from local opening further than the factory tip. It should still be under-flush to the rear fascia by approximately one inch at the furthest outboard spot (1) (shown with arrow). If tip is too far forward in vehicle, damage to the fascia can occur from the exhaust heat. If tip is too far rearward, tip may be too easy to contact when loading or unloading trunk.

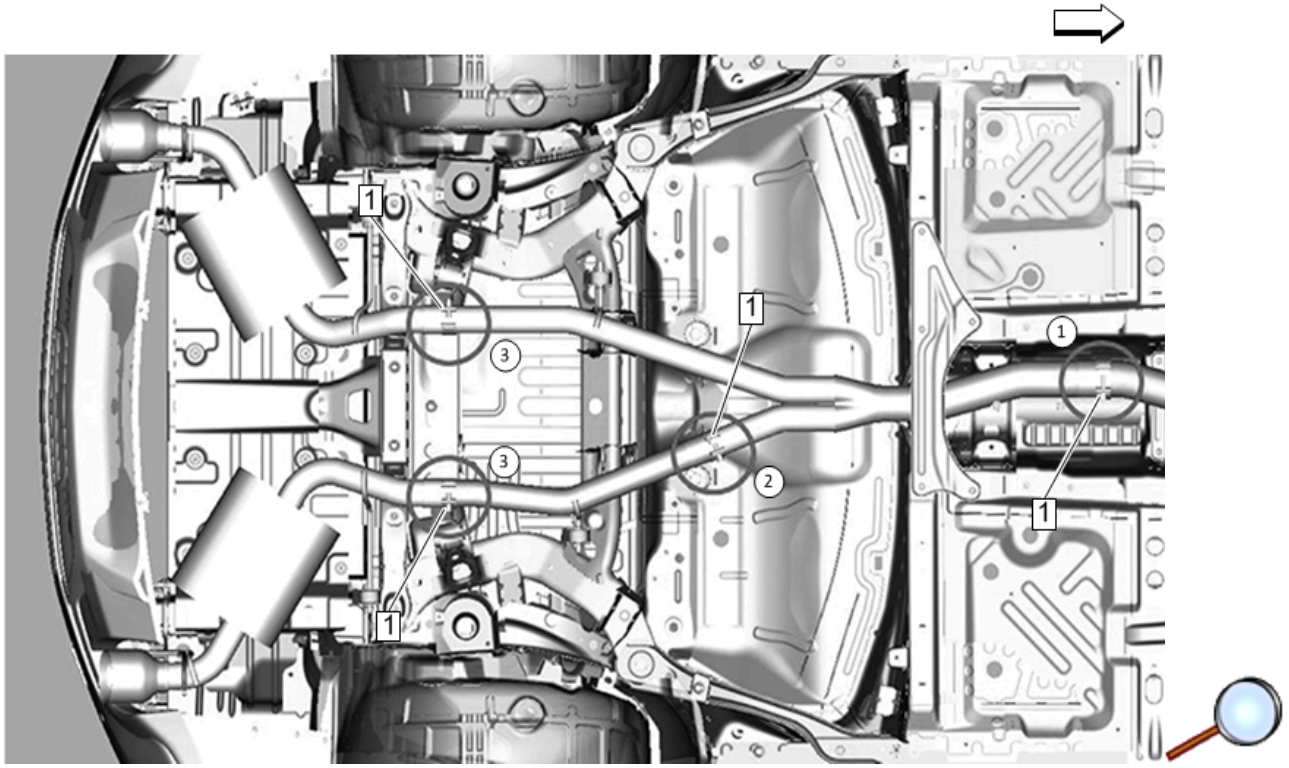


10. **Support bracket nut locations:** Once tip is aligned fore/aft, tighten two nuts (1) on rear support bracket as shown. Torque nuts to 40 Nm (30 lb ft). Repeat for opposite side.

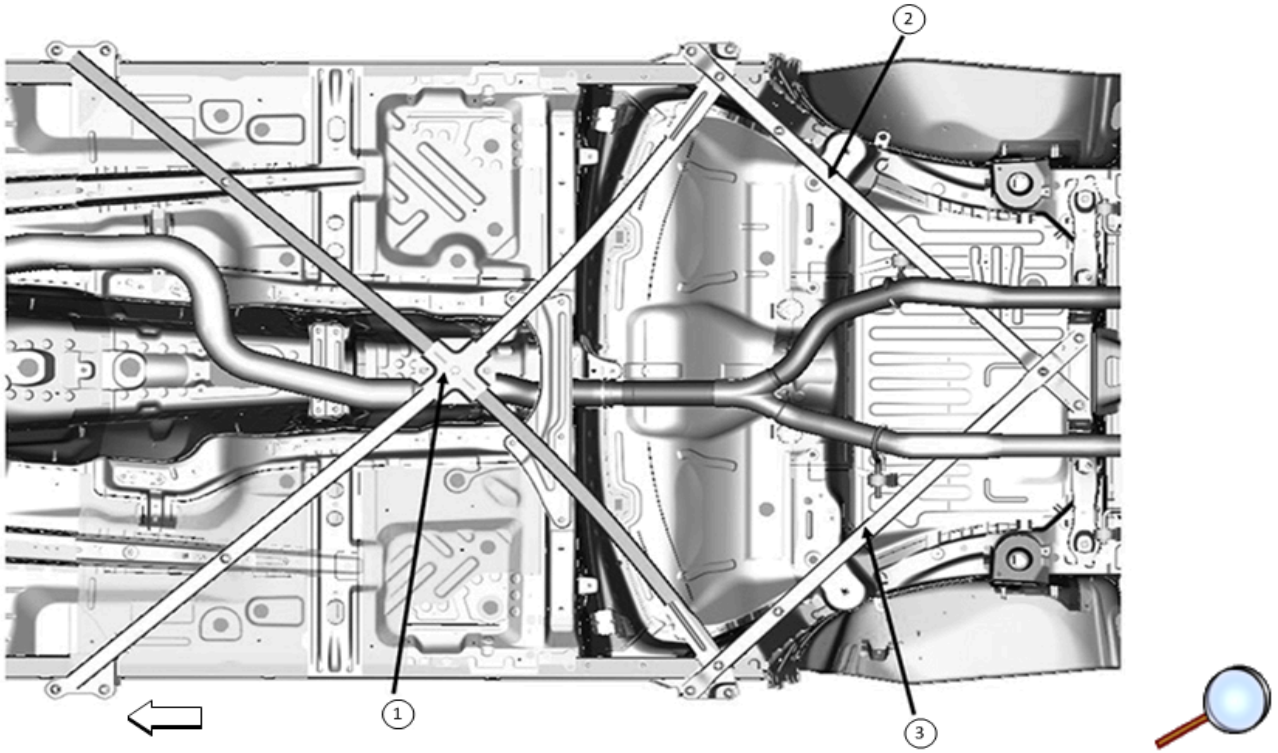


Note: Make sure two areas indicated (1) do not overlap when tightening.

11. Check orientation of all clamps. Notch (1) on pipes should not align with open area of band clamp.



12. **Clamp locations:** Starting at the front and working rearward, tighten the clamps (1) to 45 Nm (33 lb ft).
13. After tightening confirm exhaust tip is still properly aligned both fore/aft and centered in the opening. If it has shifted, loosen the appropriate clamp(s) and readjust.



14. **Brace re-attachment order:** Reinstall braces in the order shown. All brace nuts and bolts are torqued 58 Nm (43 lb ft).
15. If this exhaust kit is being installed on a Camaro LT with the Bose stereo and LTG engine, there is a calibration available for the Active Noise Cancellation (ANC) to better match to the sound of your new exhaust system.

Reprogramming is done with a Service Programming System at an Authorized GM Dealer. When reprogramming, the GM dealer needs to call the Techline Customer Support Center (TCSC). The TCSC will provide a Vehicle Configuration Index (VCI). The VCI is good for only one specific Vehicle Identification Number (VIN). Call TCSC (1-888-337-1010) to obtain a VCI number. You must have the vehicle's VIN that will be upgraded and the Authorization Code provided on the installation instruction sheet included in the exhaust kit..

Note: The cost of re-programming is included in the cost of this kit. The dealer is instructed to charge the reflash to Labor Code 0601558.

Note: Immediately following the installation of your exhaust system, you may experience a trace of smoke after initial start-up. DO NOT be alarmed. The smoke is caused by the burning of a small amount of forming oil residue used in the manufacturing process. This is not a problem and will disappear within a very short period of time after the exhaust has reached normal operating temperature.