

Installation Instructions:

1. If we have not supplied the special "AA" muffler with the small pipe extension, you will have to carefully grind off the weld on the tail pipe and remove the existing tail pipe. The tail pipe is flared slightly and extends over the muffler rear bell. Care must be taken not to cut off part of the rear bell. Once the tail pipe is removed the short piece of pipe should be welded on. The flare on the station wagon tailpipe will fit over existing tail pipe if cut off, but it will not fit back far enough to fit correctly on the car.
2. Attach the threaded rod to the spring bar so that the extra hangs down. I would use two nuts and a lock washer. Now install the cross bar with threaded rod portion pointing down and on the front side of the rear end. After many installations we have found that having the space between the spring bar and the clamp should be about One Inch, or slightly more. No less, as the pipe is too close to the wood.
3. Slide the two smaller clamps onto the tail pipe, making sure they are facing the right direction as shown on the reverse side of this flyer. The flyer does not show the threaded rod extension at the spring clamp. But as you can see, it will not work without it. As the tail pipe would be up against the wooden floor supports.
4. Carefully thread the tail pipe through and under the car. It is difficult, but can be done. Now slip the muffler onto the flare and be sure the larger clamp is over the flare first.
5. Now position the muffler by supporting the rear and attach it loosely with the manifold clamp.
6. Now move the smaller clamps into position and jockey things until everything fits and settles in. It takes a bit of forward and reverse motion.
7. You will have to adjust the hanger rod to get all the angles right and the fit correct on the rear of the muffler.
8. We used muffler sealer on both the manifold attachment and the tailpipe flare and let it dry over night before starting the engine.

You are done and I would retighten both the muffler clamp and the flare clamp once the car has been driven for a few miles and warmed up.

Any problems or questions, call 650-948-6424