



Instructions for:

'67-81 GM F-BODY
with Header Applications

GM F-BODY True Dual Systems

(Intended for vehicles with aftermarket headers needing dual exhaust – FOR STRIP & OFF ROAD USE Only)

Included with this kit are the following:

2 – Collector Reducers

1 – Balance Tube Kit A

2 – Headpipes

2 – Tailpipes

2 – Tailpipe Hanger Assemblies

2 – Swivel Hangers

8 or 10 – Clamps

Either 3.5"x3", 3"x2.5", 3.5"x2.5", or 3"x3" (Comes with all nuts, bolts, washers and gaskets)

1 piece of straight tubing 22" long. If you substituted for Kit B, then it consists of 1 piece 16" long (expanded on one end), 1 piece 8" long and 1 SS Band Clamp.

Pipes which come from mufflers forward to collector reducers. (43" long)

Pipes which go over rear end and exit under the bumper. (two piece for ease of installation: 1-piece tailpipes would require taking out the rearend for installation.)

Use for hanging above rearend in front of fuel tank
Seen left side of photo below.

Use for hanging at rear of each muffler. Some vehicles do not have existing mounts to attach to.

4 – Swivel Hangers if 1st Generation vehicle. Two Hangers to attach to rear of mufflers and body mount above if available or drilling into the floor board behind the rear seat and Two Hangers to mount tailpipe behind rear wheel. 2nd Gen uses 2 only, at rear of mufflers same as 1st Gen.

1st Gen – 10 Clamps; 2nd Gen – 8 Clamps



This kit is a "Slip Fit" installation. No welding is necessary except for the installation of the Balance or Crossover tube.

Muffler length is limited to a maximum of 17" case length. Both Walker Super Dynomax and Flowmaster mufflers work equally well. 17" case Flowmasters (50 Series) will fit on 1st Gen, but will probably require some shortening of the rear outlet and/or shortening of the front of the tailpipe and maybe welding together.

Note: On some vehicles, with 3" Pipes, you may have to notch the Qtr. Panel just a little where the tailpipe comes down between the Qtr. Panel and Leaf Spring.

INSTALLATION:

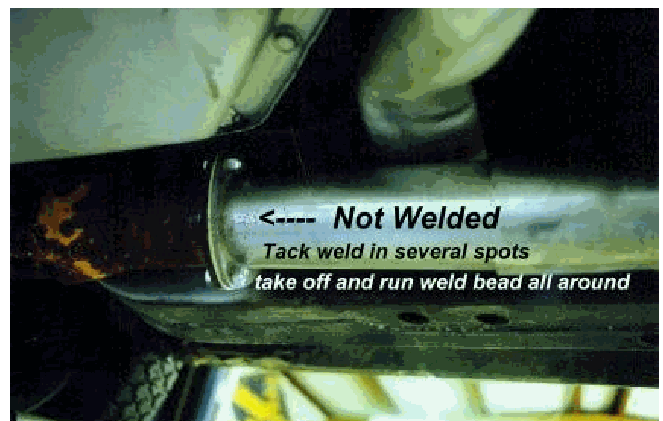
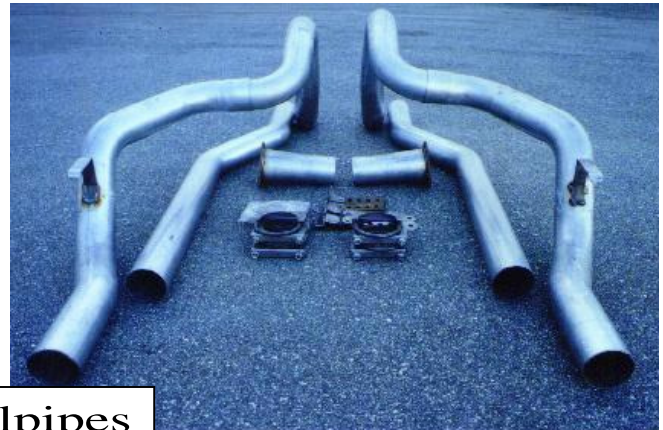
1. First begin by **reading all the instructions** to get a good overview.
2. Remember, **safety first**. Be sure vehicle is secure and remember that pipes can cut (fingers and hands).
3. **Compare Hardware** with the list above to be sure you have everything before beginning.
4. Make sure you have each of the **items listed on your invoice**.

After mounting the Collector Reducers, then begin with the Tailpipes working forward -----

5. Begin by mounting collector Reducers on end of Headers. You may want to note now if your headers seem to be pointing straight back. IF one or both aren't, they will present problems when it comes time to install the Headpipes later. IF your not sure, then you can temporarily mount the Headpipes onto the reducers and see how they do. If one wants to cross over into the driveshaft at an angle, then this is telling you the header is pointing inward. If it wants to point outward **away from** the center of the vehicle as it goes back toward the muffler, then this is telling you the header is pointing outward. The header could even be pointing downward or upward. If one wants to cross over into the driveshaft, but the long end (going to the muffler) is parallel to the center of the vehicle, but still under the driveshaft, then this is telling you that the Header is "closer" in to the center of the vehicle more than typical. The Headpipes are designed so as to allow you to compensate for some error, but if it much, then you will be faced with adapting. Our "No-Weld" collector Reducers can often help straighten things up. Sometimes it will take more than this. If you are not sure, give our Tech Dept. a call. We can offer suggestions.
6. **Now let's begin with the tailpipes.** They must clear the suspension and the rear end, so they must be positioned first. In some situations it may be possible to use existing hangers, otherwise use what is provided with the kit. (**IMPORTANT: Let the tailpipe determine hanger location**) If you are trying to use the existing hangers, you may have to re-locate them. Do not let the hanger determine where the tailpipe has to go as this will present problems. You will need to position the hangers for the mufflers directly above the rear of the muffler

Install Tailpipes First

Let them determine where the hangers and mufflers go.



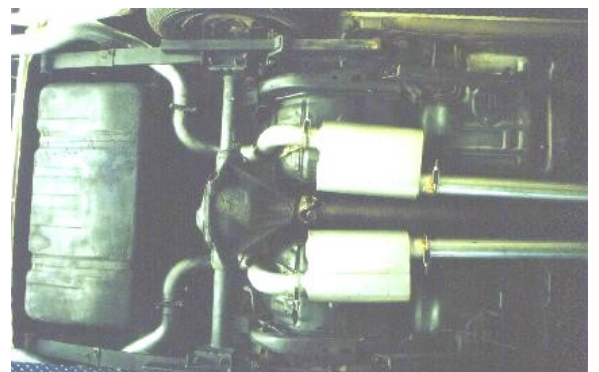
spout. Both 1st and 2nd Generation vehicles will require hanging in front of the fuel tank where the pipes join together. The "L" Bracket along with the Rubber Hanger (and Nuts/Bolts/Washers) is provided for this. Some vehicles do not have this existing mount and you will have to improvise.

1st Generation & 2nd Generation: On some installations, you may find it necessary to trim off an inch or so at the end of the first (front) section of the tailpipe where it slips into the rear or back section of the front tailpipe. This will allow the rear section to be moved inward a little to clear the quarter panel AND/OR it allows the front section to be moved inward toward the center of the vehicle for better alignment with the rear muffler snout.

1st Generation: The hangers for the end of the tailpipe can be placed anywhere in the area behind the rear wheel, probably before the pipe come down beside the leaf spring. IF the rear section of each tailpipe has a bracket welded onto it, then just ignore it. It is used on the 2nd Gen. Vehicles.

2nd Generation: the bracket that is welded onto the tailpipe should mount into an existing body mount behind the wheel. Some 2nd Gens do not have these mounts.

7. **Mount the muffler onto the front of the tailpipe.** You may want to temporarily secure the mufflers with something placed under them. This will allow you to devote full attention to determining the correct length for the Headpipes. **Note: On 1st Generation vehicles – using the longer 3-Chamber Flowmasters** - you will have to cut off much of the front of the tailpipe and some of the rear snout of the muffler leaving very little to work with. This most likely will require welding the tailpipe to the muffler. Using the **3" Walker Super Dynomax Muffler (16" case)** you have to do some cutting of the rear snout, but that is all, no welding will be necessary.
8. **Mount Collector Reducers** onto the end of the headers if not already done so.
9. With mufflers in place, mount the Headpipes onto the Collector Reducers and determine how much you will need to trim off the Headpipes. You may trim off the end of the Collector Reducer instead. Remember, measure and re-measure as it's easier to trim a little more off than to add because of trimming too much. If the Headpipe does not reach far enough back, then you will need to do one of two things. Add an extension between the end of the Headpipe and the muffler (we have the extensions) or for a cleaner installation, we have the HL series Head Pipes that are 10" longer than



the standard length. Head Pipe length is rarely an issue on the F-Body vehicles.

10. **Fine-tune the fit.** Once you have trimmed the Headpipes for proper fit, then begin "fine tuning" the overall fit of the system. Do not tighten clamps until you have everything fitting. Consider suspension movement while fine tuning.
11. **Now, its time to consider mounting the Balance Tube Kit.** (This may be a project for a professional if you don't have welding equipment handy or the welding skill or a buddy with such). Both kits are installed the same way. It is the only part of our system which needs to be welded and luckily this is done last after everything else is in place. Ideally, to determine the best mounting location, you will need to spray a line of paint on the side of the head pipes from the collector reducer back approximately 20" from the header. With the vehicle running (run the engine up through the rpm scale a time or two), you can determine at what point the paint stops burning off. This is where you want to mount the Balance Tube. If for some reason there is an obstruction prohibiting this, then mount it as close as possible to that point. We have found that usually mounting 8" – 16" from the collector works fine.
12. Now that you have determined where to mount it, you need to determine the length of the actual Balance Tube. Remember to allow for the curvature of the Headpipes as you will want to have some curvature on each end of the Balance Tube. (With Kit B, first install the short piece of pipe into the longer piece and maybe hold together with the Band Clamp – now you know the overall length and determine everything just as if it were Kit A). Remember, better to cut too long than too short.
13. Now cut the holes in the side of the Headpipes. They do not necessarily have to be as big a diameter as the size of the Balance Tube. Do not allow parts of Balance Tube to protrude into the Headpipe as this will impeded flow and be counter productive. IF hole is cut a little too big OR if Balance Tube is cut a little short, you can "Fill Weld" in the gaps to make fit. It will be a good idea to paint the welds with some Hi-Temp Paint as this will help protect it from rust.

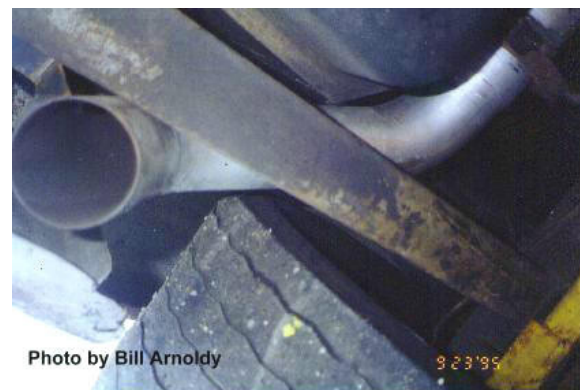
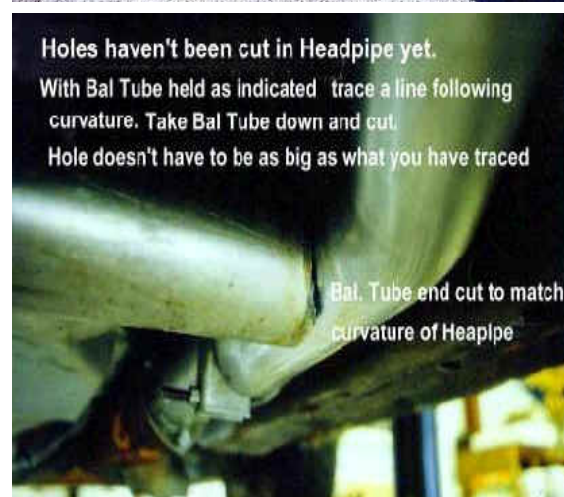


Photo by Bill Arnoldy



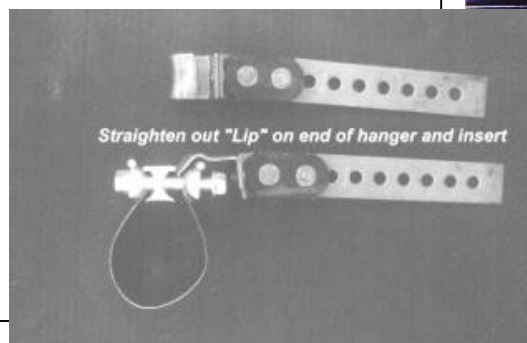
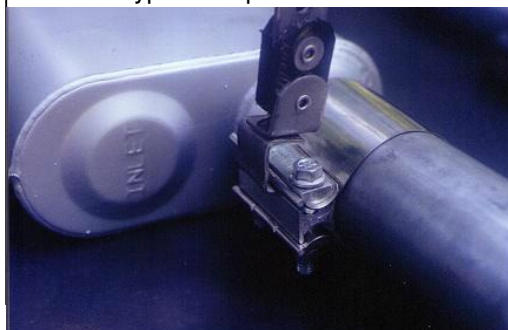
Holes haven't been cut in Headpipe yet.
 With Bal Tube held as indicated trace a line following curvature. Take Bal Tube down and cut.
 Hole doesn't have to be as big as what you have traced



Bal. Tube end cut to match curvature of Headpipe

Stainless Steel Band Clamp Upgrade Installation:

If you are using Band Clamps, you will need to "flatten out" the little lip that is always on the end of any hanger. This allows you to slip the end of the hanger into or between the bars of the Band Clamp as pictured here. The following photos show how to handle attaching most any hanger or bracket to a Band Type Clamp.



Straighten out "Lip" on end of hanger and insert



Photo by Roger Reichard