

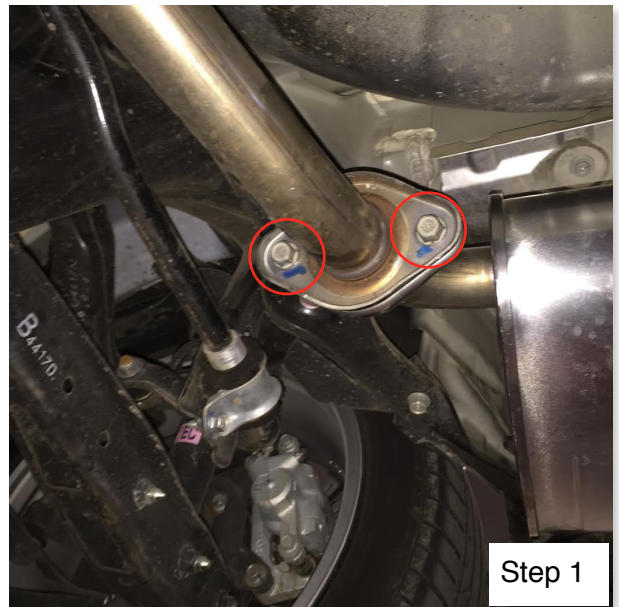


Installation Guide

Axleback / Midpipe / Catback

Axleback Install:

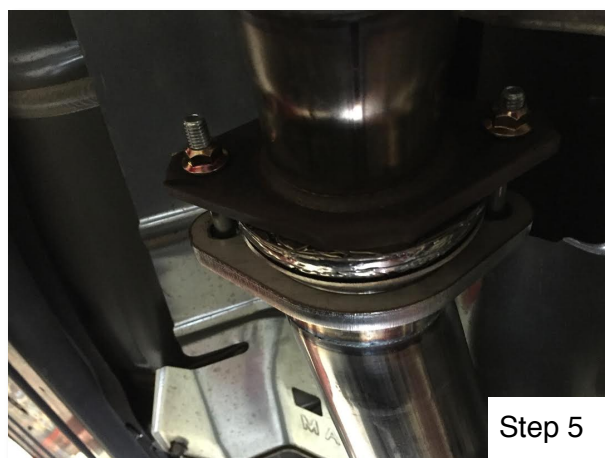
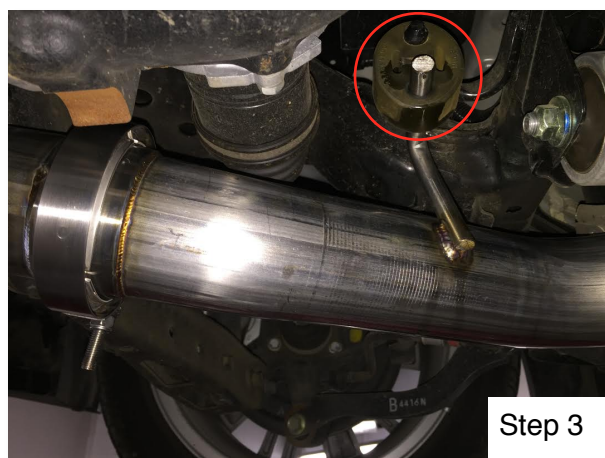
1. Using two 14mm wrenches or sockets, remove all four bolts that attach the factory axleback exhaust to the factory midpipe.
2. Remove the factory axleback exhaust (one side at a time) from the factory exhaust hanger bushings. This can be substantially easier to accomplish by using an Exhaust Hanger Bushing Removal Tool. Alternately, you can grab the bushing with both hands and press the muffler hanger bar through the bushing with your thumbs. A little spray of WD40 or Silicone Spray does wonders to help this process if you've got an older car or the bushings are stuck to the hanger.
3. Remove each axleback muffler from the vehicle - these parts will no longer be needed. Make sure to remove the factory ring style exhaust gaskets if they are still on the outlet of the midpipe. They will not be used.
4. If you're upgrading the exhaust hanger bushings on the axleback, now would be a good time to remove each bushing from its post on the chassis of the vehicle and install the new hanger bushings. Again, silicone spray is your friend.
5. Hang your new Nameless Performance axleback exhaust sections onto their corresponding exhaust hanger bushings.
6. Install the flat gaskets and new hardware provided with the kit to attach the axleback to the midpipe flanges. **DO NOT FULLY TIGHTEN THESE YET.** They should be tight enough to hold the part in place but loose enough to allow you to move the axleback flange relative to the flange in the midpipe Y section.
7. Adjustment of the tip height is accomplished by holding the tip in place at one end while tightening the bolts at the other end. **NOTE:** In order to move the tips downward relative to the bumper, you'll want to move the flange upward prior to tightening. To move the tips upward relative to the bumper, you'll want to move the axleback flange downward. It's an inverse relationship between the tip



position and the flange position. Sometimes it helps to have one person hold the tips in place while you tighten the flanges up.

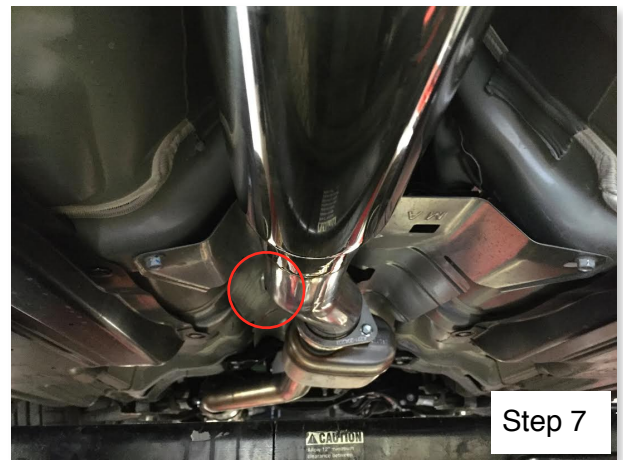
Midpipe Install:

1. Remove the factory midpipe. Disconnect the connection at the axleback exhaust, then disconnect the connection at the downpipe. Finally, remove the hanger from the hanger bushing near the differential, and remove the pipe from the car. Leave the factory donut style gasket on the downpipe, it will remain there. Other than this gasket, all hardware will be replaced.
2. Loosely connect the Y portion of the exhaust S section (it attaches to the end closest to the single hanger on the S section). The v-band should be tight enough to hold the two parts together but loose enough to rotate the S relative to the Y. Install the v-band aligned as shown. This will allow for the most ground clearance.
3. Hang the S/Y section on the hanger bushing as shown, supporting the forward section if necessary. Loosely connect the flanges on the Y to the axleback exhaust using the gaskets and hardware provided so that the S/Y section stays in place on the vehicle.
4. Install the provided 3" Inside Diameter Donut Gasket over the factory donut gasket. Sometimes they slide over easily, but usually you'll need to tap the new gasket over the top of the old. Use a rubber mallet or a conventional hammer and a block of wood to seat the gasket if necessary. Make sure to seat the gasket evenly - don't start one side first and try to hammer the other side down.
5. The forward resonated section of the midpipe is the most critical component to install properly in order to get the tips to align properly. You'll see that at the forward end of the exhaust there is a flared cone and a floating flange which attach to the donut gasket. Slip the conical flare over the installed 3" donut gasket, and install the nuts/bolts provided as shown, but **DO NOT TIGHTEN THEM YET**.
6. Once the fasteners are loosely holding the forward end of the resonated section in place, put the v-band clamp over the rear of the resonated section and the front of the S section of the midpipe. Latch the clamp and tighten enough so that the pipe is secure, but can still be rotated in place.
7. Rotate the forward section as shown below. The



jog on the forward section of the resonated pipe should be about a finger width away from the heat shield on the drivers side of the transmission tunnel.

8. Tighten the bolts between the downpipe and midpipe (these should be tightened very tight), then tighten the v-band at the rear of the resonated section, maintaining clearance to the underside of the car, and ensuring that the v-bands are nested together completely flush prior to tightening the clamp. Next, tighten the v-band between the S section and the Y section, while making sure that the Y section is level with the ground as shown here:



Step 7

9. Tighten the fasteners at the flanges between the midpipe and axleback sections, having someone hold the tips in place while you tighten the fasteners. Do not over-tighten the bolts on these flanges. An 8" ratchet and box end wrench or 1/4" drive electric impact are good tools to ensure that this is not over-tightened. Over-tightening the flanges at the Y can result in leaks at the center of the flange if you over-compress the ears of the gasket. It takes a lot to mess this up. Use good judgement and tighten firmly by hand for best results. **DO NOT** use a 1/2" Drive Lug Nut Impact Gun or air impact.



Step 10

10. Start the car and check for any audible leaks. If you have accidentally over-tightened the rear flanges, just loosen them slightly and re-tighten and check for leaks. Alternately, you can put a thin layer of copper RTV on the gaskets to ensure a good seal if the gaskets have been over-compressed. If you hear leaks at the v-bands, there is a chance they are not fully seated. Each v-band has a male and female alignment ring feature that should be fully seated prior to tightening any of the clamps. If you experience any leaks at the donut gasket, it's most likely because the fasteners are not tight enough. We usually tighten those fasteners very tight, but still use hand tools to accomplish this.