

Installation Instructions

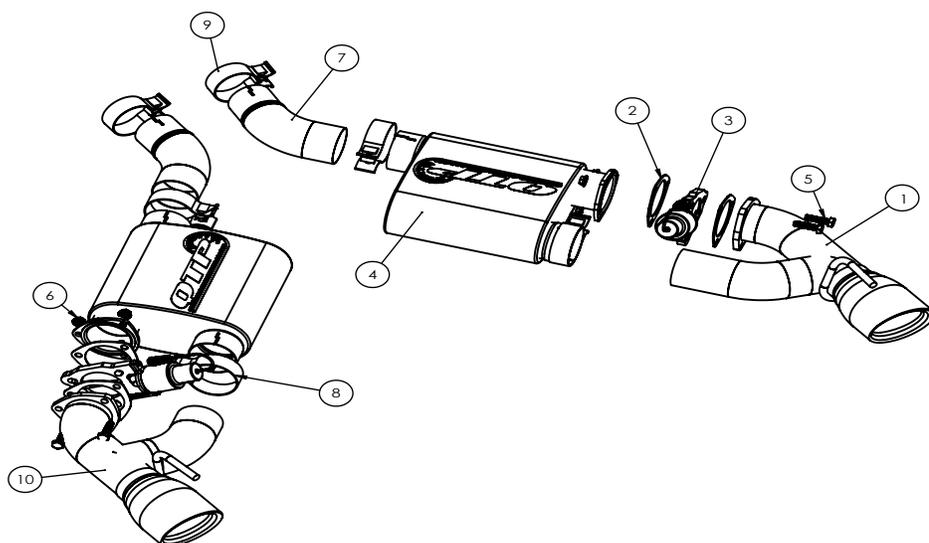
CATALOG #: 400116

2016+ Camaro Screamer Axle Back



Caution! Never work on a hot exhaust system. Burns or other serious injuries can result. Always allow the exhaust system to cool before removal. Always consult vehicle manual for proper lifting and support guidelines. Always wear approved safety glasses when working. Serious injury or death can result if safety precautions are not followed.

TECHNICAL SUPPORT LINE
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ITEM NO.	DESCRIPTION	QTY.
1	RIGHT TIP ASSEMBLY	1
2	3.00 GASKET	4
3	3.00 IN ELECTRIC CUTOUT	2
4	SHORT CASE SCREAMER NOTCHED	2
5	CUTOUT BOLT	6
6	CUTOUT NUT	6
7	INLET TUBE	2
8	3.00 TORCA ACCUSEAL CLAMP	4
9	2.75 TORCA ACCUSEAL CLAMP	2
10	LEFT TIP ASSEMBLY	1

Removal of factory exhaust

- Raise and support the vehicle, disconnect positive battery lead.
- Mark both sides of the factory exhaust even with the rear edge of the rear crossmember.
- Using a sawzall cut both sides of the factory exhaust even with the rear crossmember as shown in image A.
- Remove all burrs from the cut area using a file.
- Unbolt the rear exhaust hangers from the vehicle and remove the factory muffler assembly
- Spray the factory exhaust hangers with spray lubricant and remove from factory muffler, these hangers will be on your new exhaust. Note that the hanger brackets must be reinstalled on the same side and direction from which they were removed.

Installing new exhaust

- Bolt the cutout, gaskets, 3.00 clamp, and tip assemblies together as shown in the diagram. Ensure the valves are oriented as shown. Install the factory hanger bracket onto the hanger.
- Slide a 2.75 clamp and inlet tube over the factory exhaust, do not tighten clamp at this time.
- Slide another band clamp onto the inlet side of the muffler. Slide the muffler assembly onto the inlet tube.
- Place the factory hanger bracket back onto its mounting studs and secure with the factory bolts.
- Align and position the exhaust tips. starting from the front, tighten all clamps.

Installing the Toggle Switch

- Make sure that the vehicle battery has been disconnected.
- The switch should be located in a place that is easy to access such as a center console, kick panel, etc.
- Connect the RED wire to a 12 volt source.
- Connect the BLACK wire to a good ground.
- Drill a 1/2" hole where you wish to mount the switch.
- Remove the first lock ring from the shaft of the switch.
- Install switch in the hole you just drilled.
- Slide the lock ring over the switch and tighten so that there is no play in switch.

Routing the Wire Harness

- Make sure that you have the wire oriented so that the connectors mate. They are different, so make sure you pull the proper end into the vehicle.
- Route the wire up through the underside of the car. *Be careful to ensure that that the exhaust pipes or drive shaft do not interfere with the cable.
- Route the cables into the car. You can often open up a factory drain plug in the floor pan and snake the wire through.
- For manual transmission cars, you can also come up through the transmission shifter area. Remove the boot/seal of the transmission shifter.
- Plug the cable into the toggle switch, on the connector near the motor, align and press them together and then turn the coupling ring until it locks.

Finishing the Install

- Reconnect the positive lead on the battery.
- Lower the vehicle back to the ground.
- Before starting vehicle, turn key to run position and push up and down to open and close the valve. Ensure that the valve is not binding or sticking (i.e. is centered in the exhaust and is not hitting any objects). It only takes 4.75 seconds for it to go from closed to open and vice versa.
- Start the car and enjoy!

Maintenance

- We recommend lubricating the butterfly plate, Body and shaft using a quality lubricant such as "Liquid Wrench"(tm) from Gunk. This will help prevent Carbon build up naturally generated by the exhaust system and keep the butterfly sealing properly. This should be done on a monthly basis.

Note: After initial startup a small trace of smoke may be visible from the exhaust, do not be concerned. This is from residual oils left in the tube from the manufacturing process and will disipate quickly.

Quick Time Performance recomends professional installation on all of our products.

Made in the USA



Image A.