

Installation Guide: Camaro Mach X LLT

Always exercise caution when working on, under or around any vehicles. Serious injury or death could occur if safety measures are not followed.

Warnings and Safety Measures

- Allow the vehicle's exhaust system to cool before removal. Exhaust system temperatures may cause severe burns.
- If working without a lift, always consult vehicle manual for correct lifting specifications.
- Always wear safety glasses and ensure safe work area.
- Catalytic converter are to be used for off road use only.
- Professional installation is recommended.
- Extreme caution must be taken to ensure proper alignment of the exhaust tips. *Do not tighten* any of the four (2 GM & 2 Solo) *band clamps until everything is in place and the tips are aligned perfectly.*

Removing the Stock Exhaust System

1. It is helpful to cut the stock exhaust system somewhere around the rear wheels. Cut both drivers and passenger's side. This will allow for much easier handling during the disassembly. If you do cut your stock GM system make sure you do it in a straight section. This would make it much easier to install if you ever had the need to re-install the stock system i.e.: return or lease...
2. Loosen (don't completely take them apart) the two stock GM band clamps (15mm socket) at the rear catalytic converter and front pipe connection.
3. Carefully slide the pipes backwards out of the band clamps. Don't let the assembly hang and elongate the band clamps as they need to be reused. If you cut the system you can slide this assembly forward over the GM body brace to get it out. If you do not cut the system you have to take this brace off to drop the stock exhaust system. Put brace back on as soon as the stock system is off.
4. Pull down on rear of the exhaust system by the muffler. When the rubber hangers stretch, squirt soapy water into the rubber where the hangers go. You could use WD40 or grease but that would not be good for the rubbers. It starts to deteriorate them. Using a fair size channel lock pliers, squeeze the backside of the rubber and the hanger rod. This will push the hanger knob into the rubber. Start all 4 like this. Then using a long screw driver or pry-bar carefully take off the 2 rear muffler assemblies by sliding the hanger rods forward out off the rubber hangers.
5. The stock exhaust system is now disassembled and its time to put the new kit on!

Installing Your New Exhaust Kit

Note: If you snug everything first instead of fully tightening, it will allow for movement and adjustments once the new system is on. Snug, align, snug some more and then do your final tighten.

1. Slide rear rubber stock exhaust hangers as far to the rear of the car as possible. These hangers will slide back and forth on the stock hanger rods.
2. Being careful not to bang the rear valence, slip the left and right tail tips thru the valence. Attach Solo's rod hangers (on the tail sections) into the rear rubber hangers and let it hang loose.
3. Slide the front MACH-XLLT muffler section from the front of the car to the back of the car going over the GM body brace. This brace will help to hold the muffler section up during the install.
4. Slide the front MACH-XLLT muffler section into the GM stock band clamps. Make sure that the muffler section is completely bottomed out into these clamps. *Do NOT tighten the clamps.*

5. Assemble the two band clamps provided by SOLO and slip them onto the rear of the muffler section with the bolts facing upward.
6. Slide each tail section into the front section while pulling the rear stock rubber hangers as far forward as possible. Pulling these rubber hangers forward will allow the tail sections to move forward easily into the front muffler section. These rubber hangers also need to be forward so that they don't rest on the 4 ½" T304 stainless tips.

7. Make sure the tips are equal distance in and out and centered in the cut out of the valence. A helper with a good eye is recommended to hold the tips.

8. Hand tighten each of the 4 band clamps to a snug position. Make sure the SOLO band clamps are equal distance on each pipe.

Note: If further manipulation is needed to get the tail tips aligned you can loosen both converters at the manifold. Loosen only enough for a slight adjustment as a 1/8" movement at the front can translate into a ½" movement at the rear.

9. Ensure that the tail pipes are still in perfect position and lightly snug each of the 4 band clamps.

Solo Clamps: Hold the top nut with a 9/16" wrench and lightly snug the bottom bolt head with a 9/16 socket. THIS FLAT BAND CLAMP WILL FORM AROUND EACH LAYER OF PIPE.

GM band clamps: Lightly snug with a 15mm socket.

10. Ensure that everything is still aligned and proper. Perform a tight snug on all 4 clamps.

11. Check again then perform your final tighten to all four band clamps.

If you have an in town "bog" or trouble RPM ranges just undo the top band clamp of the J-Pipe and move in or out ½". Determining which direction gives the best results and then do further adjustments in ¼" increments. Both J-pipes must be adjusted evenly.

12. Please take care with your first few drives. Too often excitement leads to "situations" on the first drives.

13. Drive away and... Enjoy Going Solo!

For any questions or concerns, please do not hesitate to call:

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