

**PART NO. 31042, 31042A, 31043, & 31043A**

**1998-2002 LS1 Camaro/Firebird  
Modular Loudmouth/Loudmouth II**

PACKING LIST				
Item #	Check	Quantity	Part Number	Description
1.	<input type="checkbox"/>	1	310301304	Intermediate Exhaust Pipe Front
2.	<input type="checkbox"/>	1	310301305	Intermediate Exhaust Pipe Rear
3.	<input type="checkbox"/>	1	310301301	Y-Pipe/Tailpipe Assembly
4.	<input type="checkbox"/>	2	310305302HP	Exhaust Tip, 3 1/2" Polished
			OR	
		1	310305100HP	Dual Dual Tip D-Side
		1	310305107HP	Dual Dual Tip P-Side
5.	<input type="checkbox"/>	2	308940020	3" Band Clamp
6.	<input type="checkbox"/>	1	31039K	Clamp Kit, LS1 Loud Exh
7.	<input type="checkbox"/>	1	310301303	Tailpipe D-Side, 98-02 Loud
8.	<input type="checkbox"/>	1	310301306	Muffler, Bullet, F-Body, Modular
			OR	
		1	310301660AM	Resonator, Bullet, F-Body, Modular
9.	<input type="checkbox"/>	1	••••	Instructions

**WARNING: SLP RECOMMENDS ALLOWING THE VEHICLE TO COOL (NOT RUNNING) FOR FIVE HOURS BEFORE BEGINNING THE INSTALLATION. SLP RECOMMENDS WEARING SAFETY GLASSES FOR THE COMPLETE INSTALLATION.**

**INSTALLATION INSTRUCTIONS**

1. Raise the vehicle to allow for a sufficient work area underneath the vehicle. A vehicle lift will make this installation much easier, however, raising the vehicle can be accomplished using ramps or a jack with jack stands.
2. Remove the entire exhaust system, from the Y-pipe outlet back, by first loosening the band clamp at the inlet end of the intermediate pipe. Next, unbolt the hanger tab near the over-axle point of the intermediate pipe (near muffler).

**Note:** To ease removal of the stock system, the intermediate pipe can be cut at the joint where it meets the muffler. If this is not done, both the panhard bar and the stiffening brace above it must be removed. Also, the passenger side rear shock absorber must be unbolted from the axle, allowing the axle to drop enough to remove the muffler and intermediate pipe in one piece. Once the stock exhaust system is removed, the panhard bar, stiffening brace, and shock absorber can be reinstalled.

3. Place the 2 3/4" band clamp (from kit) onto the notched inlet end of the new front section intermediate pipe and install the pipe on the car over the outlet of the stock Y-pipe. Do NOT tighten the band clamp yet. Next, place the 3" exhaust clamp over the inlet end (3" end) of the new Loudmouth Resonator or Loudmouth II Muffler and then slip another 3" Exhaust Clamp over the outlet and install the intermediate rear section that will connect to the over axle assembly. See Photo Below.



4. Next connect the outlet end of the rear section intermediate pipe into the inlet of the Y-pipe/Tailpipe assembly, making sure the slip-fit joint seats fully. Tighten the 3" Guillotine Exhaust clamp at this joint just enough to hold the pipes together. Loosely bolt the tab welded on the cone section of the Y-pipe/Tailpipe assembly to the hanger bracket on the vehicle. Put one of the 2 1/2" Uni-bolt exhaust clamps onto the short elbow on the Y-pipe/Tailpipe assembly and install the driver-side tailpipe up into place, connecting the slip-fit joint and attaching the rubber hanger on the vehicle to the welded hanger on the tailpipe. Tighten the 2 1/2" Uni-bolt clamp just enough to hold the pipes together.
5. Before tightening any of the clamps or hanger bracket, check the fit of the system. Look for clearance around the drive shaft and the 3-inch section of the Y-pipe/Tailpipe assembly. Also, check to make sure that the driver-side tailpipe is running parallel to the heat shielding below the fuel tank and on Firebirds, check to be sure that the tips are centered in the fascia openings. Once all exhaust pipes are fitted correctly, tighten the 2 3/4" band clamp (inlet end of the intermediate pipe), the 3" exhaust clamp, the 2 1/2" Uni-bolt clamp, and the passenger side hanger bracket. Watch for any movement of parts while tightening and re-adjust fit of exhaust system as necessary.
6. Install each tip onto the Y-pipe/Tailpipe assembly outlets using the remaining two 2 1/2" Uni-bolt clamps included. Check the adjustment of the tips thoroughly before tightening the clamps.

**Note:** The depth position of the tailpipe tips may be shortened beyond the manufactured length to accommodate the personal preference of each customer. To adjust the depth position, it is necessary to trim the length of the tailpipes. Tailpipes should be cut using the appropriate tools, such as a metal-bladed hacksaw or reciprocating saw (wear safety equipment including safety glasses and gloves). Be sure to equally trim the same amount off each tailpipe.

**Dear SLP Enthusiast,**

SLP LoudMouth Exhaust Systems DO include a muffler. While it does not "look" like the traditional muffler, it is indeed a muffler by definition.

The muffler (aka resonator - actually a misnomer or ill-understood word) was designed by SLP to smooth the exhaust gas pulsations by methods of wave rarefaction to make them as inaudible / quiet as possible. This is a type of reflection muffler; Most people are much more familiar with more common 'absorption type mufflers', which typically include internal perforations, sections, and/or absorption insulation.

More simply put, a muffler exists and was designed with intent to reduce exhaust noise.

The Specialty Equipment Manufacturers Association (SEMA – [www.sema.org](http://www.sema.org)) has staff dedicated to representing the aftermarket industry in regulation/legislation pertaining to aftermarket parts. SEMA is an excellent source for further information and/or news and updates regarding the latest laws governing aftermarket parts.

The SLP Loud Mouth exhaust system is **50 state, emissions legal**. It will not adversely effect emissions. Every local jurisdiction creates and enforces their own laws regarding '**noise**'. Local jurisdictions have the ability to write more detailed and stringent laws regarding noise - but commonly do not outlaw 'replacement exhaust systems'; Unless they have their own specific design criteria for a 'muffler', which specifically excludes reflection type mufflers, the Loud Mouth would typically be acceptable. Only actual laboratory decibel measurements are a fair measurement of a muffler's effectiveness to quiet exhaust and should be required and completed to judge an exhaust system. Most jurisdictions do not have the ability to measure noise levels accurately. The testing is very subjective if not properly and accurately completed.

Due to the nearly infinite number of local jurisdictions, 'related noise regulations/laws', and their high frequency of change, SLP does not participate and/or represent customers, companies, shops, technicians, or sellers in any litigation, traffic or legal matter regarding or related to the legality of an SLP exhaust system and disclaims any responsibility. It is solely the responsibility of the customer to investigate and verify whether or not SLP products are legal for use. SLP recommends checking local legislature for specific laws regarding the legality of aftermarket exhaust systems.

SLP Performance Parts