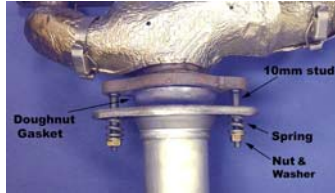


# Installation Instructions for 1997-2005 Grand Prix



Note: For clarity, in the photo, the stock gasket is not shown, the nuts have not been tightened and the downpipe flange is not fully seated against the gasket.

1- If a commercial automotive lift is not available, position the vehicle on a smooth, level area and raise it to a comfortable working height. Be ABSOLUTELY sure to use high quality jack stands that are rated for the load being supported. UNDER NO CIRCUMSTANCES should you work under any vehicle using only a jack.

2- Locate jack stands on each side of the vehicle and position them as indicated by the factory service manual. Make sure they will not damage any brake system or fuel system components.

3- Catalytic converters retain heat considerably longer than the rest of the exhaust system. Make sure the converter has cooled before attempting to remove it.

4- Disconnect the rear oxygen sensor lead from the vehicle harness. Then use an oxygen sensor socket or a 7/8" open-end wrench to remove the sensor from the stock converter. Make sure the sensor threads are clean and apply anti-seize compound (make sure the compound contacts only the threads, not the sensor itself) and install the sensor in the SuperStainless converter.

5- Using a 15mm wrench, remove the two bolts that connect the outlet of the stock converter to the exhaust system. Then remove the two rubber "donut" hangers from the bracket on the stock converter.

6- Use a 15mm deep socket to remove the two nuts that attach the front of the stock converter to the exhaust manifold. Remove the stock converter from the vehicle.

7- If the studs in the exhaust manifolds are still in place remove them and install, the studs included with the Random Technology SuperStainless converter, as shown in the above photo.

8- Reinstall the original stainless steel gasket over the studs in the exhaust manifold flange. (Note, this gasket is not shown in the photo.) Seat the rounded end of the supplied donut gasket in the converter/downpipe inlet flange and raise the converter assembly so that the holes in the inlet flange slide over the supplied manifold studs. Then raise the rear of the converter and loop the rubber donut hangers onto the rear converter bracket.

9- Make sure the inlet gasket is properly seated in the inlet pipe, then install a spring and nut over each stud. Finger tighten the nuts.

10- Connect the outlet end of the converter to the exhaust system and tighten the fasteners. Then, using a 17mm deep socket, tighten the nuts on the supplied exhaust manifold studs until they bottom out on the threads. These studs have a shoulder that limits nut travel. Tighten the nuts against the shoulder to approximately 15 lbs./ft.

NOTE: DO NOT fully compress the springs. When the nuts bottom out on the studs they will preload the springs sufficiently for a proper seal. The downpipe flange must be able to rotate on the donut gasket to accommodate normal engine movement. If washers are stacked beneath the nuts, and the springs are over-compressed, the donut gasket will be damaged resulting in an exhaust leak. If you have any questions, contact the Random Technology Technical Department at 770/554-4242.