



CHEVROLET MOTOR DIVISION  
 General Motors Corporation  
 Chevrolet Service Department



# Chevrolet Dealer Service Technical Bulletin

REVISED

69-T-8

Number:

VIII

Section:

Apr. 15, 1969

Date:

Subject: CHAMBERED EXHAUST SYSTEM - 1969  
 CHEVELLE AND CAMARO - S. S.

Attn: Service Manager

To: ALL CHEVROLET DEALERS

The sections of this bulletin that apply to Camaros with option Z-28 are being revised to include a later design exhaust system.

Many of the early production 1969 Super Sport Chevelle and Camaro models were equipped with a chambered exhaust system. There are some local and State Police Departments issuing warnings and citations to the owners of these vehicles for what they term "excessive noise."

Consequently, and effective in production on November 25, 1968, the chambered exhaust system was discontinued as the standard exhaust system on Camaros with Options Z-28, L-34 and L-78, and on Chevelles with Options L-34, L-78 and L-89. Since that time, the standard exhaust system on these vehicles has been the regular muffler dual exhaust as used with RPO L-35 engines (396 cu. in. 325 H.P.) except for the Camaro with Z-28. This used the same regular muffler dual exhaust as Option L-48 (350 cu. in. engine, 300 H.P.). The chambered exhaust system is still available as optional equipment - RPO NC8 in those areas where this system is permissible.

The latest design system for Camaros with the Z-28 option includes resonators ahead of a modified deep tone muffler to further reduce the noise level. This system will be effective in production approximately April 15, 1969.

On the basis of a customer request, Camaros with the Z-28 option with the early built chambered, or the interim built regular muffler dual system, should be converted to the latest exhaust system with resonators. The remaining options that used a chambered system should be converted to a regular muffler dual exhaust system. The parts required for conversion are listed on the following pages of this bulletin.

Chevrolet Motor Division  
 General Motors Corporation

c: Dealer List  
 Chevrolet List

Important That All Service Personnel Read—Please Initial

Service Manager		Shop Foreman		Service Salesman		Service Technicians					

CAMARO WITH Z-28 OPTION - CHAMBERED OR REGULAR MUFFLER DUAL TO RESONATOR SYSTEM

To convert a 1969 Camaro with option Z-28 from the chambered to the dual system with resonators, it is necessary to change the complete exhaust system. To change the Z-28 from the interim regular muffler dual exhaust system to the resonator system requires the parts identified with an asterisk (\*). The sketches on Page 4 identify the various exhaust systems used on the Z-28.

<u>Quantity</u>	<u>Part No.</u>	<u>Part Description</u>
2	3754883 *	Clamp - Exhaust Pipe to Resonator
1	3930085	Pipe - Exhaust Rear L.H.
1	3930086	Pipe - Exhaust Rear R.H.
1	3910566 *	Muffler Assembly
1	3961397	Pipe - Muffler Tail R.H.
1	3958459	Pipe - Muffler Tail L.H.
2	3857547	Clamp - Resonator to Exhaust
2	3909959 *	Resonator
2	3857547	Clamp - Tail Pipe
1	3955749	Hanger - Muffler Tail Pipe L.H.
1	3930087	Hanger - Exhaust Pipe
1	3934871 *	Pipe - Exhaust Front L.H.
1	3909958 *	Pipe - Exhaust Front R.H.
1	--	5/16-18 x 1-1/4" Bolt - Tail Pipe Clamp
1	--	5/16-18 Nut - Muffler Tail Pipe Clamp
1	3922549	Screw and L/Washer - Exhaust Pipe Hanger

PARTS AND LABOR DATA - Chambered to Resonator Exhaust System

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	*			95	X		08 3200 93	.9
2.						D		+

+ D.M.N. as required for standard parts listed.

PARTS AND LABOR DATA - Regular Muffler to Resonator Exhaust System

QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.	*	*		95	X		08 3200 94	.6
2.						D		+

\* As required from parts listed.

+ D.M.N. as required for standard parts listed.

CAMARO WITH 396 CU. IN. ENGINES - CHAMBERED TO REGULAR MUFFLER DUAL SYSTEM

To convert a 1969 Camaro Super Sport with Chambered exhaust to a conventional dual exhaust, it is necessary to change the complete system. This involves Camaros with options L-34 and L-78.

<u>Quantity</u>	<u>Part No.</u>	<u>Part Description</u>
2	3857547	Clamp - Exhaust Pipe
1	3930085	Pipe - Exhaust Rear L.H.
1	3930086	Pipe - Exhaust Rear R.H.
1	3961396	Muffler Assembly
1	3961397	Pipe - Muffler Tail R.H.
1	3958459	Pipe - Muffler Tail L.H.
2	3857547	Clamp - Tail Pipe to Muffler
1	3955749	Hanger Assembly - Muffler Tail Pipe L.H.
1	3930087	Hanger Assembly - Exhaust Pipe
1	3923573	Pipe Assembly - Exhaust Front L.H.
1	3912596	Pipe Assembly - Exhaust Front R.H.
1	--	5/16-18 x 1-1/4" Bolt - Tail Pipe Clamp
1	--	5/16-18 Nut - Muffler Tail Pipe Clamp
2	3922549	Screw and L/Washer - Exhaust Pipe Hanger

PARTS AND LABOR DATA

<u>QUA.</u>	<u>PART NO.</u>	<u>PART DESCRIPTION</u>	<u>P</u>	<u>FC</u>	<u>L</u>	<u>T</u>	<u>OPERATION NO.</u>	<u>TIME</u>
1.	*	*		95	X		08 3200 91	1.4
2.						D		+

\* As required from parts listed - (+) D.M.N. as required for standard parts listed.

CHEVELLE - CHAMBERED TO REGULAR MUFFLER DUAL EXHAUST SYSTEM

To convert a 1969 Chevelle Super Sport with chambered exhaust engine options (L-34, L-78 or L-89) to a system comparable in noise level to the standard dual exhaust, replace only the front exhaust pipes, left and right, and install the mufflers in place of the front chambered sections. The following parts are required.

<u>Quantity</u>	<u>Part No.</u>	<u>Part Description</u>
2	3928215	Muffler Assembly
1	3930765	Pipe - Exhaust L.H.
1	3930766	Pipe - Exhaust R.H.
2	9784420	Clamp - Exhaust Pipe

PARTS AND LABOR DATA

<u>QUA.</u>	<u>PART NO.</u>	<u>PART DESCRIPTION</u>	<u>P</u>	<u>FC</u>	<u>L</u>	<u>T</u>	<u>OPERATION NO.</u>	<u>TIME</u>
1.	*	*		95	X		08 3200 91	.8

\* As required from parts listed

1969 CAMARO WITH Z-28  
EXHAUST SYSTEM CONFIGURATIONS

INITIAL  
CHAMBERED

INTERIM  
MUFFLER

LATEST  
MUFFLER & RESONATORS

