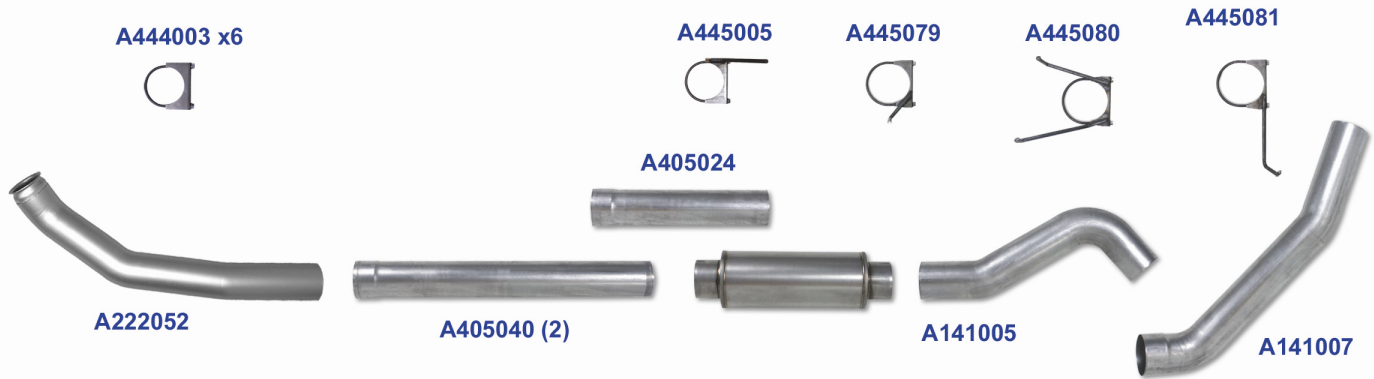


Installation Instructions

K5238A

2004.5 - 2007 Dodge 5.9L 5" System

Tools needed: 9/16" end wrench or socket, 7/16" deep socket, hacksaw or sawzall, aerosol lubricant, 1/2" drill.
(If your vehicle is equipped with a catalytic converter, it is unlawful to remove.)



Removal of Original System

- 1) Start under the vehicle. Remove the band clamp that holds the stock system to the turbo by loosening the bolt and prying the clamp loose. Save the band clamp for reuse.
- 2) Cut the original system just behind the muffler and next to the front cross member.
- 3) Spray the stock hangers with aerosol lube and pry rubber mounts from the system. Leave the rubber mounts attached to the truck for re-use.
- 4) Remove the old system.

Installation of New Performance System

(Recommended Procedure: Do not fully tighten any clamps until the complete system is installed and aligned.)

- 1) From under the truck, install the down pipe with the stock band clamp and the correct hanger clamp.
- 2) Install one 40" straight pipe to the outlet of the down pipe with a clamp.
- 3) Install one 40" straight pipe into the muffler inlet and the first tailpipe section into the muffler outlet using the bare clamps.
- 4) Hang the muffler in the stock location using the hanger clamp on the straight pipe and the hanger clamp on the first section tailpipe.
- 5) Rotate the tailpipe as needed to pass next to the shock absorber and over the rear axle.
- 6) Install the second tailpipe into the outlet of the first tailpipe with a clamp. Rotate as needed to level the outlet behind the right rear tire. Attach the hanger clamp to the second tailpipe using the rubber in the stock location.
- 7) Measure between the outlet of the 40" straight pipe connected to the down pipe and the inlet of the 40" straight pipe connected to the muffler. (Add 5" to this measurement for the slip joints.)
- 8) Cut the 24" straight pipe to length and install between the 1st straight pipe and the 2nd straight pipe already installed using bare clamps.
- 9) Starting at the turbo, align all pipes and tighten all clamps. Start the engine and check for leaks.