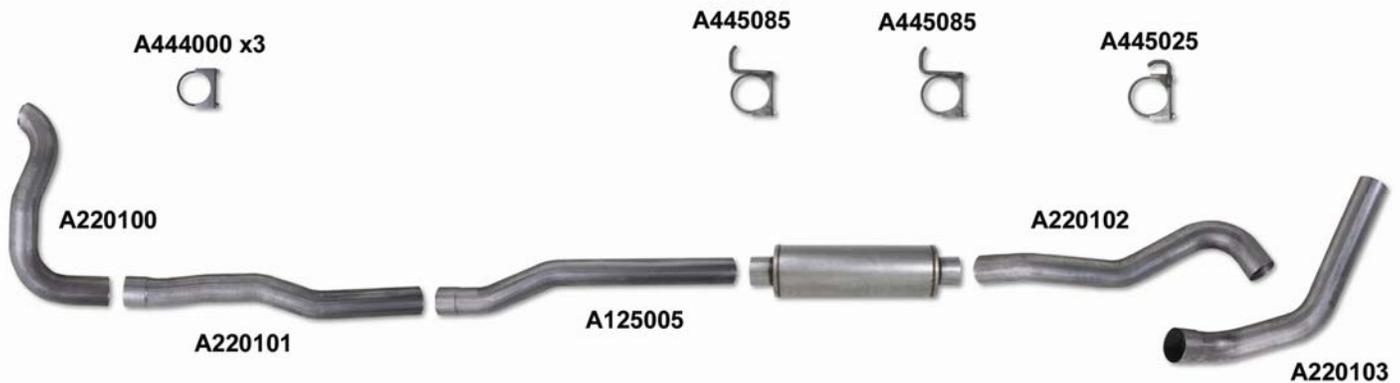


Installation Instructions

K4211A

1989-1993 Dodge 5.9L 4" Aluminized Single

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



A = Aluminized S = Stainless Steel

Removal of Original System

****double check that all pipes and hangers in custom kit are present and that all slip joints fit before removing your stock system****

- 1) Cut the original system at the bottom end of the downpipe as close to the transmission as possible.
- 2) Cut the original system just behind the muffler.
- 3) Remove the stock V-band clamp at the turbo and save for re-use.
- 4) 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.
- 5) 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 V-band clamp, only finger tighten to allow for adjustment.
- 2) Install the transmission crossover pipe into the outlet of the downpipe; be sure to rotate the pipe for maximum clearance around driveline.
- 3) Hang the muffler in the stock location using a hanger clamp at the front of the muffler and a hanger clamp at the rear of the muffler.
- 4) Measure between the outlet of the transmission crossover pipe and the inlet of the muffler and cut the intermediate pipe to fit. Be sure to leave 5" for the slip fittings.
- 5) Install the first section tailpipe into the muffler outlet and rotate for clearance around the shock absorber.
- 6) Utilize the existing hole in the frame rail to mount the rubber hanger to support the second section tailpipe. **Figure: 1**
- 7) Install the second section tailpipe in the first section tailpipe outlet and rotate as needed to level the outlet behind the right rear tire.
- 8) Starting at the turbo, align all pipes and tighten all clamps. Start the engine and check for leaks.



Figure: 1