

SS634

- FLO~PRO**
PERFORMANCE EXHAUST

PICKED BY:



**WARNING: BEFORE YOUR BEGIN, VERIFY
THAT YOU RECEIVED THE RIGHT KIT &
EACH PART LISTED ON THE REVERSE PAGE**



**KIT # SS634
07-09 CHEV 5" SINGLE**

For race applications only.

REMOVAL OF ORIGINAL SYSTEM

1. Starting at the turbo, remove the band clamp from the down pipe. Loosen the bolt enough to unlatch the clamp, then pry clamp away from the flange at three spots with a flathead screwdriver and remove clamp. **(Note: Keep the stock band clamp, as it will be used with the new system).**
2. Unbolt the flanges fastening the downpipe and the muffler/tailpipe assembly to the DPF. Spray the hangers with WD-40 and then pry hangers from the rubber and remove the DPF, downpipe and tailpipe from truck. You may need to cut the tailpipe to aid in the removal **(Note: A sawzall or hacksaw is the preferred method of cutting exhaust)**. If you do not want to cut the tailpipe, lift the rear end of the truck until the tires are almost hanging freely. Pull assembly towards middle of truck.

Notes: - *Make sure to put clamps on connections before installing pipes and muffler.*
- *Snug the clamps down so they will hold the pipe but the pipe can still be moved with some effort.*

INSTALLATION INSTRUCTIONS

1. Install pipe #40811 using the factory turbo clamp. Snug the turbo clamp down so it will hold the pipe but it can still be moved. Be sure to insert rod into hanger.
2. Install adapter pipe #9894 on the end of part#40811.
3. Temporarily hang muffler, in factory rubber hanger, you will need to support front of muffler so that muffler is level with truck frame.
4. Now that the muffler is supported and level with the truck frame, install pipe #40852 placing hanger into rubber hanger and inserting the front end in the rear of the adapter and back end into the inlet of the muffler. **For Crew Cab Long Box and Dually wheel bases, pipe# 8103 will be needed.**
5. Mount the over axle pipe and tail pipe assembly using supplied clamps and placing metal hangers into OE rubber insulators.
6. **Check for clearances, i.e., brake lines may have to be moved, or e-brake cables as well as axle vent tube**, also check to make sure that the exit of tail pipe is level with truck.
7. Starting with the downpipe, tighten turbo band clamp then starting at front clamp, work your way to the back connection, tightening as you go. **(Note: A mig weld should be applied to the clamped connections of pipe for added security. DO NOT WELD CLAMPS.**

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