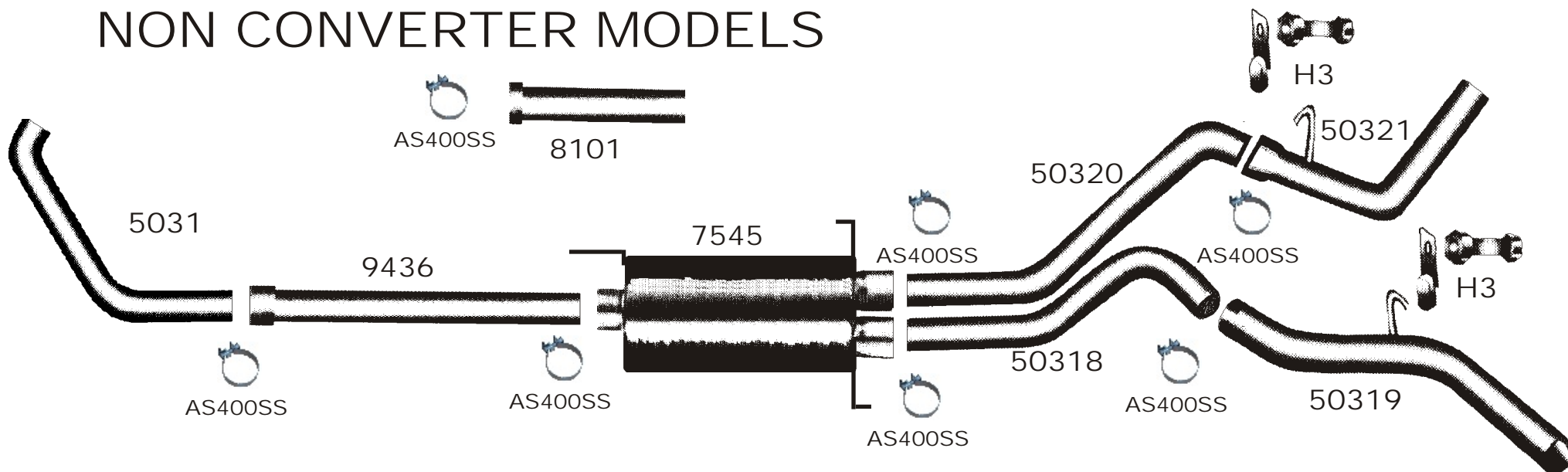


RACE  
APPLICATION  
ONLY

# SS705

03-04 1/2 DODGE 5.9L 5" - 4" DUAL WITH HANGERS  
NON CONVERTER MODELS



- |                                  |                                    |
|----------------------------------|------------------------------------|
| <input type="checkbox"/> 1-5031  | <input type="checkbox"/> 1-50320   |
| <input type="checkbox"/> 1-9436  | <input type="checkbox"/> 1-50321   |
| <input type="checkbox"/> 1-8101  | <input type="checkbox"/> 7-AS400SS |
| <input type="checkbox"/> 1-7545  | <input type="checkbox"/> 2-H3      |
| <input type="checkbox"/> 1-50318 |                                    |
| <input type="checkbox"/> 1-50319 |                                    |

**FLO~PRO**  
**PERFORMANCE EXHAUST**

PICKED BY: \_\_\_\_\_



**WARNING: BEFORE YOU BEGIN, VERIFY  
THAT YOU RECEIVED THE RIGHT KIT &  
EACH PART LISTED ON THE REVERSE PAGE  
KIT #SS705  
2003-2004 DODGE, 4" DUAL**



NOTE: This system will NOT work on vehicles equipped with Brake proportional valve.

## **REMOVAL OR ORIGINAL SYSTEM**

1. Starting at turbo, remove the band clamp from the down pipe at the turbo. Loosen the bolt enough to unlatch the clamp, then pry the clamp away from the flange at three spots with a flathead screwdriver. Remove clamp. **(Note: keep the stock band clamp, as it will be used with the new system).**
2. Cut the exhaust in two places. First cut the down pipe next to the transmissions and second in front of the muffler. Spray the hangers with WD-40 or Loosen-All and then pry hangers from the rubber and remove the factory exhaust. **(Note: a sawzall or hacksaw is the preferred method of cutting exhaust).**

## **INSTALLATION INSTRUCTIONS**

1. Install pipe #50311 using factory turbo band clamp. Snug the clamp down so it will hold the pipe but the pipe can still be moved with some effort. Be sure to insert rod into hanger.
2. Temporarily hang muffler in factory rubber hanger measuring from the rear of pipe #50311 to the front connection of muffler; this is the cut length of pipe #9436. **For longer wheel bases, pipe# 8101 will be needed (Note: be sure to allow for tubing connections, approx. 4". Make sure to cut from the non-expanded end of pipe).**
3. Install pipe #9436. **(Note: be sure to put clamps on connections before installing pipes and muffler).**
4. Install muffler on factory rubber hangers slipping front connections onto rear of pipe #9436.
5. Install tail pipe #50320 in right outlet of muffler
6. Install tail pipe #50321 onto end of #50320. **(Note: the hanger is bolted from inside the frame using the factory hole in the frame above the hanger on pipe #50321).**
7. Install pipe # 50318 into left outlet on muffler.
8. Install tail pipe #50319 onto end of #50318, **(Note: the hanger is bolted from inside the frame using the factory hole in frame above the hanger on pipe #50319).**
9. Install all clamps on tail pipes. Snug the clamps down so they will hold the pipe but the pipe can still be moved with some effort.
10. **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 pipes is level with truck.
11. Starting at pipe #50311, tighten the turbo clamp. Then starting at the front clamp work your way to the back connection on the right side of truck, tightening the clamps as you go. Now tighten the left side. **(Note: a mig weld should be applied to clamp connections for added security). DO NOT WELD CLAMPS.**

**Note: Universal converter adapter kit #9400 is required on all converter-equipped models.**