

Installation Instructions

K4209A

1989-1993 Dodge 5.9L 2WD 4" Aluminized Single

Tools needed: assorted SAE end wrenches and socket set, hacksaw or sawzall, Electric drill, 9/16" drill bit, 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) Install the down pipe with the stock V-band clamp. Tighten clamp, but leave enough play to allow for alignment with the rest of the system.
- 2) 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.
- 3) Install the "S" pipe into the inlet of the muffler and rotate to match the bend in the frame.
- 4) Install the first section tailpipe into the muffler outlet and rotate for clearance around the shock absorber.
- 5) Drill a 9/16" hole in the frame 1" in front of the factory hitch mounting hole.
- 6) Utilize the new 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) Measure between the outlet of the downpipe and the inlet of the "s" pipe and cut the straight pipe to fit. Be sure to leave 5" for the slip fittings.
- 9) Starting at the turbo, align all pipes and tighten all clamps. Start the engine and check for leaks.



Figure: 1