

## ***Installation Instructions for 555-30440 Turbo Diesel Truck 4" Exhaust System with Glasspack Muffler***

***Application: 2001-2003 Full-Size GM Duramax 3/4 & 1 Ton w/6.6L Turbo Diesel, 2WD & 4WD,***

***Extended Cab Models (short bed = 143.5", long bed = 157.5" wheel bases).***

NOTE: This is a turbo-back exhaust kit.

### *Kit Includes:*

- |                                       |                                |
|---------------------------------------|--------------------------------|
| 1) Down Pipe #4005751                 | 4) 4" Clamps #MC7400           |
| 1) Front Extension Pipe #4005771      | 1) Front 4" Hanger Clamp #2976 |
| 1) 17" Middle Extension Pipe #4005755 | 1) Rear 4" Hanger Clamp #2975  |
| 1) Muffler #5024-114AL                |                                |
| 1) Tail Pipe #4005756                 |                                |
| 1) Tail Pipe Extension #4005507       |                                |

### ***DANGER WARNING:***

**Should the purchaser decide to install this exhaust product at home, be warned that pleasure car or light duty truck/van "bumper" jacks are intended for emergency use only. The use of frame contact jack stands in conjunction with a floor jack as main support is highly recommended to minimize accidental dropping of a vehicle while the installation proceeds. We recommend the use of a shop hoist if possible. Please use caution!**

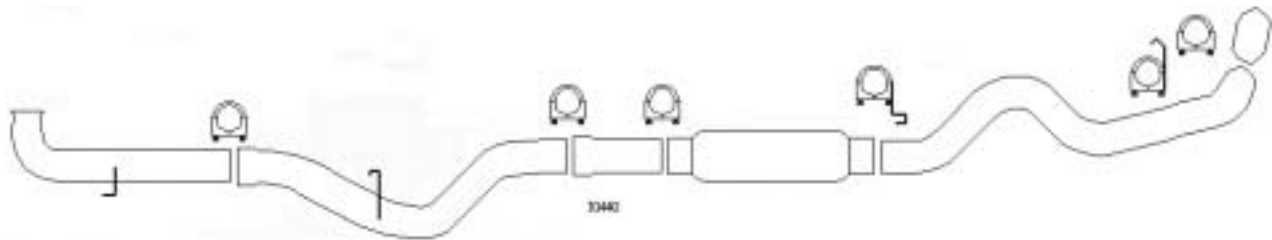
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In this connection, retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, and or repair.

The foregoing statement limits the liability of the manufacturer.



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**NOTE: DO NOT TIGHTEN ANY BOLTS OR CLAMPS UNTIL THE LAST STEP!**

**READ THESE INSTRUCTIONS FULLY AND THOROUGHLY BEFORE YOU BEGIN.**

1. Remove the exhaust system at the V-band clamp at the turbo. Remove the wire hangers from the O.E. rubber hanger mounts ( a lubricant may be necessary), but leave these rubber hanger mounts on the truck. (NOTE: if you have a long bed, you may remove the o.e. hanger immediately in front of the cross member from the vehicle if preferred.) Disconnect the bolts at the flange at the rear of the O.E. down pipe. You may need to cut your original system apart to remove it more easily from the vehicle. You will need to re-use the original V-band clamp at the turbo.
2. Install the down pipe to the turbo and install the original V-ban clamp. Tighten only enough to hold in place. Install the wire hanger on the down pipe to the O.E. rubber mount below the wire hanger.
3. Install the front extension pipe to the down pipe using a 4" clamp. It is the extension pipe with 3 bends in it. I.D. end is the inlet. The extension pipe is bent to clear the cross-member. Install the wire hangers that are on the front extension pipe to the O.E. rubber hanger mounts for the short bed model. For the long bed, you will not use the O.E. hanger in front of the cross member. Those with the long bed may also cut off the hanger that is welded on this pipe if preferred. It is only used on short bed models.
4. The middle extension pipe will fit the extended cab long box models without cutting. On the short box models, you will not need this 17" ID/OD extension pipe. Use a 4" clamp to connect the middle and front extension pipes (if necessary). Connect the wire portion of the hanger to the O.E. mount along side the middle extension.
5. Install the muffler to either the front or middle extension pipe using a 4" clamp. NOTE: The exhaust should flow over, and not directly into the louvers of the muffler.
6. Install the tail pipe to the muffler using the front 4" hanger clamp (see drawing) at the connecting point of the tail pipe and muffler. Install the wire hanger that is on the hanger clamp to the O.E. rubber mount above.
7. Install the rear 4" hanger clamp to the tail pipe before the last bend and below the O.E. rubber hanger mount. Install the wire portion of the hanger to the O.E. mount above.
8. For those with "dually" models, you will need to install the tail pipe extension to the tail pipe by either using welding (recommended for appearance reasons) or using a 4" clamp (included). You may need to trim to length and style of cut.
9. Tighten all clamps and bolts and check for clearance of the frame, body, brake and fuel lines.



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## ***Installation Instructions for 555-30441 Turbo Diesel Truck 4" Exhaust System with Glasspack Muffler***

***Application: 2001-2003 Full-Size GM Duramax 3/4 & 1 Ton w/6.6L Turbo Diesel, 2WD & 4WD,  
Regular Cab Models (133" wheel base).***

NOTE: This is a turbo-back exhaust kit.

### *Kit Includes:*

- |                            |                                 |
|----------------------------|---------------------------------|
| 1) Down Pipe #4005751      | 2) 4" Clamps #MC7400            |
| 1) Extension Pipe #4005776 | 1) Middle 4" Hanger Clamp #2977 |
| 1) Tail Pipe #4005756      | 1) Front 4" Hanger Clamp #2976  |
| 1) Muffler #5024-114AL     | 1) Rear 4" Hanger Clamp #2975   |

### ***DANGER WARNING:***

**Should the purchaser decide to install this exhaust product at home, be warned that pleasure car or light duty truck/van "bumper" jacks are intended for emergency use only. The use of frame contact jack stands in conjunction with a floor jack as main support is highly recommended to minimize accidental dropping of a vehicle while the installation proceeds. We recommend the use of a shop hoist if possible. Please use caution!**

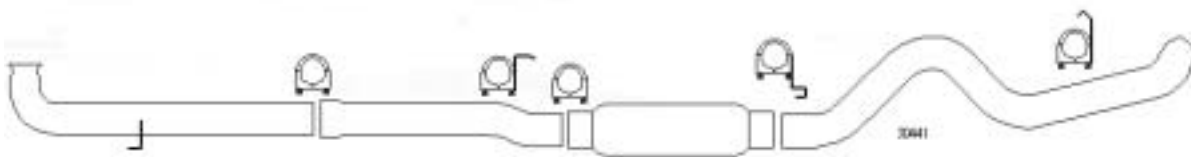
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**NOTE: DO NOT TIGHTEN ANY BOLTS OR CLAMPS UNTIL THE LAST STEP!**

**READ THESE INSTRUCTIONS FULLY AND THOROUGHLY BEFORE YOU BEGIN.**

1. Remove the exhaust system at the V-band clamp at the turbo. Remove the wire hangers from the O.E. rubber hanger mounts ( a lubricant may be necessary), but leave these rubber hanger mounts on the truck. Disconnect the bolts at the flange at the rear of the O.E. down pipe. You may need to cut your original system apart to remove it more easily from the vehicle. You will need to re-use the original V-band clamp at the turbo.
2. Install the down pipe to the turbo and install the original V-ban clamp. Tighten only enough to hold in place. Install the wire hanger on the down pipe to the O.E. rubber mount below the wire hanger.
3. Install the front extension pipe to the down pipe using a 4" clamp. It is the pipe with 2 bends in it. I.D. end is the inlet. The extension pipe is bent for clearance. Install the front 4" hanger clamp #4005757 to the extension pipe in the first bend. Install the wire portion to the O.E. hanger along side the extension pipe.
4. Install the muffler to the extension pipe using a 4" clamp. NOTE: The exhaust should flow over, and not directly into the louvers of the muffler.
5. Install the tail pipe to the muffler using the middle 4" hanger clamp #4005757 (see drawing) at the connecting point of the tail pipe and muffler. Install the wire hanger that is on the hanger clamp to the O.E. rubber mount above.
6. Install the rear 4" hanger clamp #4005758 to the tail pipe before the last bend and below the O.E. rubber hanger mount. Install the wire portion of the hanger to the O.E. mount above.
7. Tighten all clamps and bolts and check for clearance of the frame, body, brake and fuel lines.



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## ***Installation Instructions for 555-30442 Turbo Diesel Truck 4" Exhaust System with Glasspack Muffler***

***Application: 2001-2003 Full-Size GM Duramax 3/4 & 1 Ton w/6.6L Turbo Diesel, 2WD & 4WD,  
Crew Cab Models (short bed = 153", long bed = 167" wheel bases).***

NOTE: This is a turbo-back exhaust kit.

### *Kit Includes:*

- |                                       |                                |
|---------------------------------------|--------------------------------|
| 1) Down Pipe #4005751                 | 4) 4" Clamps #MC7400           |
| 1) Front Extension Pipe #4005753      | 1) Front 4" Hanger Clamp #2976 |
| 1) 17" Middle Extension Pipe #4005755 | 1) Rear 4" Hanger Clamp #2975  |
| 1) Muffler #5024-114AL                |                                |
| 1) Tail Pipe #4005756                 |                                |
| 1) Tail Pipe Extension #4005507       |                                |

### ***DANGER WARNING:***

**Should the purchaser decide to install this exhaust product at home, be warned that pleasure car or light duty truck/van "bumper" jacks are intended for emergency use only. The use of frame contact jack stands in conjunction with a floor jack as main support is highly recommended to minimize accidental dropping of a vehicle while the installation proceeds. We recommend the use of a shop hoist if possible. Please use caution!**

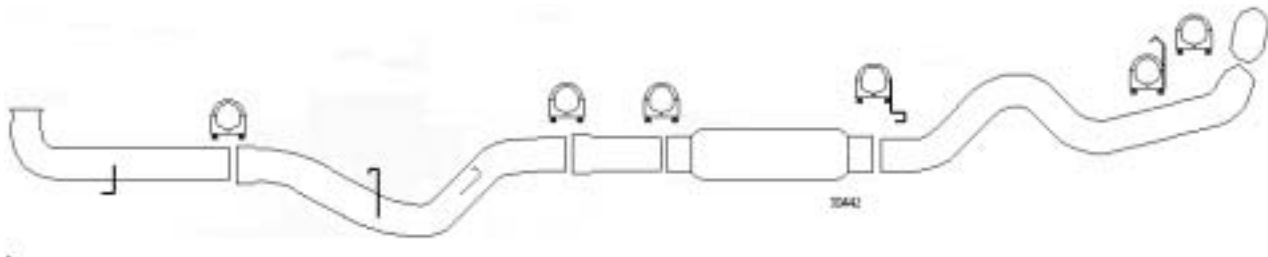
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**NOTE: DO NOT TIGHTEN ANY BOLTS OR CLAMPS UNTIL THE LAST STEP!**

**READ THESE INSTRUCTIONS FULLY AND THOROUGHLY BEFORE YOU BEGIN.**

1. Remove the exhaust system at the V-band clamp at the turbo. Remove the wire hangers from the O.E. rubber hanger mounts ( a lubricant may be necessary), but leave these rubber hanger mounts on the truck. Disconnect the bolts at the flange at the rear of the O.E. down pipe. You may need to cut your original system apart to remove it more easily from the vehicle. You will need to re-use the original V-band clamp at the turbo.
2. Install the down pipe to the turbo and install the original V-ban clamp. Tighten only enough to hold in place. Install the wire hanger on the down pipe to the O.E. rubber mount below the wire hanger.
3. Install the front extension pipe to the down pipe using a 4" clamp. It is the extension pipe with 3 bends in it. I.D. end is the inlet. The extension pipe is bent to clear the cross-member. Install the wire hangers that are on the front extension pipe to the O.E. rubber hanger mounts for the crew cab short box. For the crew cab long box, the rear hanger on the front extension pipe is not used. You may either cut it off or leave it unused.
4. The middle extension pipe will fit the crew cab long box models without cutting. On the short box models, you will not need this 17" ID/OD extension pipe. Use a 4" clamp to connect the middle and front extension pipes (if necessary). Attach the hanger on the 17" ID/OD extension pipe to the O.E. hanger along side the pipe.
5. Install the muffler to the extension pipe using a 4" clamp. NOTE: The exhaust should flow over, and not directly into the louvers of the muffler.
6. Install the tail pipe to the muffler using the front 4" hanger clamp (see drawing) at the connecting point of the tail pipe and muffler. Install the wire hanger that is on the hanger clamp to the O.E. rubber mount above.
7. Install the rear 4" hanger clamp to the tail pipe before the last bend and below the O.E. rubber hanger mount. Install the wire portion of the hanger to the O.E. mount above.
8. For those with "dually" models, you will need to install the tail pipe extension to the tail pipe by either using welding (recommended for appearance reasons) or using a 4" clamp (included). You may need to trim to length and style of cut.
9. Tighten all clamps and bolts and check for clearance of the frame, body, brake and fuel lines.



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# **Installation Instructions for 555-30443 Turbo Diesel Truck 4" Exhaust System with Glasspack Muffler**

**Application: 1999-2003 Full-size Ford 3/4 & 1 Ton F-Series W/7.3L Powerstroke Turbo Diesel,  
2WD & 4WD, All Wheel Bases**

NOTE: This is a turbo-back exhaust kit for vehicles without converter.

## *Kit Includes:*

- |   |                                 |
|---|---------------------------------|
| 1) Down Pipe #4004556                     | 4) 4" Clamps #MC7400            |
| 1) Front Extension Pipe #4004557          | 1) Front 4" Hanger Clamp #2995  |
| 1) 16-1/2" Middle Extension Pipe #4004558 | 1) Middle 4" Hanger Clamp #2997 |
| 1) 34" Rear Extension Pipe #4004559       | 1) Rear 4" Hanger Clamp #2996   |
| 1) Tail Pipe #4005505                     |                                 |
| 1) Tail Pipe Extension #4005507           |                                 |
| 1) Muffler #5024-114AL                    |                                 |

## **DANGER WARNING:**

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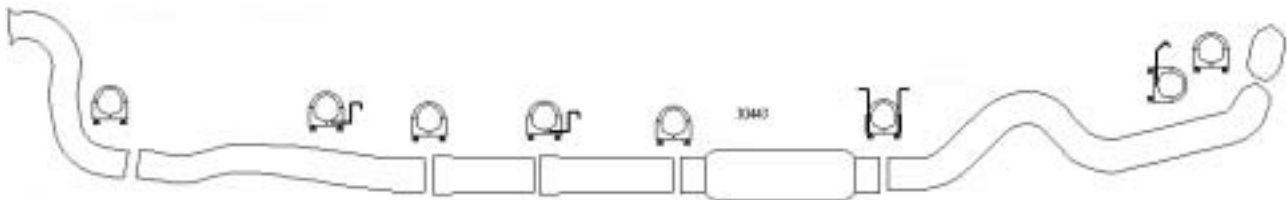
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**NOTE: DO NOT TIGHTEN ANY BOLTS OR CLAMPS UNTIL THE LAST STEP!**

**READ THESE INSTRUCTIONS FULLY AND THOROUGHLY BEFORE YOU BEGIN.**

1. Remove the exhaust system at the V-band clamp at the turbo. Remove the wire hangers from the O.E. rubber hanger mounts ( a lubricant may be necessary), but leave these rubber hanger mounts on the truck. Disconnect the clamps at the rear of the O.E. down pipe and at the inlet of the muffler. You will need to cut your original system apart to remove it more easily from the vehicle. You will need to re-use the original V-band clamp at the turbo.
2. Install the down pipe to the turbo and install the original V-ban clamp. Tighten only enough to hold in place. Install the wire hanger on the down pipe to the O.E. rubber mount below the wire hanger.
3. Install the front extension pipe to the down pipe using a 4" clamp. It is the extension pipe with 3 shallow bends in it. I.D. end is the inlet. Install the front hanger clamp to the front extension pipe between the second and third bends and install the wire portion of the hanger to the O.E. mount along side the front extension pipe.
4. Both of the middle and rear extension pipes will fit the crew cab long box models without cutting. On the other cab models, you will not need the 16-1/2" (shorter) extension pipe. You may need to trim the extension pipes to length if you do not have a crew cab.
5. Use a 4" clamp to attach the 16-1/2" middle extension pipe to the down pipe (for crew cab models only, other model trucks skip this step).
6. Attach the 34" rear extension pipe (cut to length if necessary) to the middle extension pipe using the remaining front hanger clamp. Attach the wire portion to the O.E. mount beside it.
7. Install the muffler to the extension pipe using a 4" clamp. NOTE: The exhaust should flow over, and not directly into the louvers of the muffler.
8. Install the tail pipe to the muffler using the front tail pipe 4" hanger clamp (two wire hangers on it) at the connecting point of the tail pipe and muffler. Install the wire hangers that are on the hanger clamp to the O.E. rubber mounts above.
9. Install the rear tail pipe 4" hanger clamp to the tail pipe before the last bend and below the O.E. rubber hanger mount. Install the wire portion of the hanger to the O.E. mount above.
10. For those with "dually" models, you will need to install the tail pipe extension to the tail pipe by either using welding (recommended for appearance reasons) or using a 4" clamp (included). You may need to trim to length and style of cut.
11. Tighten all clamps and bolts and check for clearance of the frame, body, brake and fuel lines.



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## ***Installation Instructions for 555-30445 Turbo Diesel Truck 4" Exhaust System with Glasspack Muffler***

***Application: 1999-2002 Full-size Dodge 3/4 & 1-Ton Ram w/5.9L Six-Cylinder Turbo Diesel,  
2WD & 4WD, All Wheel Bases***

NOTE: This is a turbo-back exhaust kit for vehicles without converter. This kit also fits 1994-1998 models with converter, but requires modifications to re-install the original converter. If originally equipped with a catalytic converter, it's illegal to use the vehicle on public roads with the converter removed.

NOTE: For 1994-1998 models the tail pipe hangers may need to be modified or removed, and an alternate hanger setup installed.

### *Kit Includes:*

- |                                     |                                |
|-------------------------------------|--------------------------------|
| 1) Down Pipe #4005502               | 3) 4" Clamps #MC7400           |
| 1) 6" Front Extension Pipe #4005503 | 1) Front 4" Hanger Clamp #2979 |
| 1) 39" Rear Extension Pipe #4005504 | 1) Rear 4" Hanger Clamp #2978  |
| 1) Muffler #4005506                 |                                |
| 1) Tail Pipe #4005507               |                                |
| 1) Tail Pipe Extension #5024-114AL  |                                |

### ***DANGER WARNING:***

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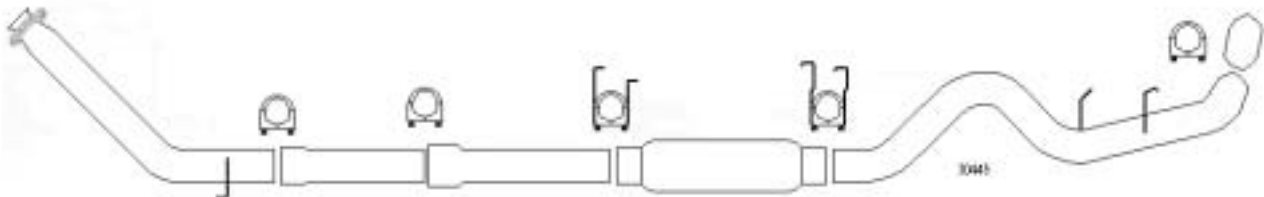
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**NOTE: DO NOT TIGHTEN ANY BOLTS OR CLAMPS UNTIL THE LAST STEP!**

**READ THESE INSTRUCTIONS FULLY AND THOROUGHLY BEFORE YOU BEGIN.**

1. Remove the exhaust system at the flange at the turbo (using an M15 extended socket). Remove the wire hangers from the O.E. rubber hanger mounts (a lubricant may be necessary); but leave these rubber hanger mounts on the truck. Disconnect the clamps at the rear of the O.E. down pipe and at the inlet of the muffler. You will need to re-use the original nuts and bolts at the turbo flange.
2. Install the down pipe to the flange at the turbo and install the original nuts and bolts. Tighten only enough to hold in place. Install the wire hanger that is on the down pipe to the O.E. rubber mount on the driver's side of the pipe.
3. Both of the extension pipes will fit the extended cab long box models without cutting. On the regular cab model, you will not need the 26" (shorter) extension pipe.
4. Use the 4" clamp to attach the 26" extension pipe to the down pipe (for extended cab models only, regular cab trucks skip this step).
5. Attach the 39" extension pipe (cut to length if necessary) to the shorter 4" extension pipe using a 4" clamp.
6. Install the muffler to the extension pipe using the front 4" hanger clamp. NOTE: The exhaust should flow over, and not directly into, the louvers of the muffler. Connect the longer wire hanger to the driver's side rubber mount, and the shorter wire hanger to the passenger side rubber mount, both above the connecting point of the extension pipe and the muffler.
7. Install the tail pipe to the muffler using the rear 4" hanger clamp. Install the wire hangers that are on the hanger clamp to the O.E. rubber mounts above. Install the wire portion of the hangers on the tail pipe to the O.E. rubber mounts above the hangers.
8. For those with "dually" models, you will need to install the tail pipe extension to the tail pipe by either using welding (recommended for appearance reasons) or using a 4" clamp (included). You may need to trim to length and style of cut.
9. Tighten all clamps and bolts and check for clearance of the frame, body, brake and fuel lines.



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## ***Installation Instructions for 555-30446 Turbo Diesel Truck 4" Exhaust System with Glasspack Muffler***

***Application: 2003 Full-size Dodge 3/4 & 1-Ton Ram w/5.9L Six-Cylinder Turbo Diesel,  
2WD & 4WD, All Wheel Bases***

NOTE: This is a turbo-back exhaust kit for vehicles without catalytic converter.

### *Kit Includes:*

- |                                      |                                 |
|--------------------------------------|---------------------------------|
| 1) Down Pipe #4005521                | 3) 4" Clamps #MC7400            |
| 1) 45" Front Extension Pipe #4005522 | 1) Front 4" Hanger Clamp #2874  |
| 1) 23" Rear Extension Pipe #4005523  | 1) Middle 4" Hanger Clamp #2872 |
| 1) Muffler #5024-114AL               | 1) Rear 4" Hanger Clamp #2873   |
| 1) Tail Pipe #4005506                |                                 |
| 1) Tail Pipe Extension #4005507      |                                 |

### ***DANGER WARNING:***

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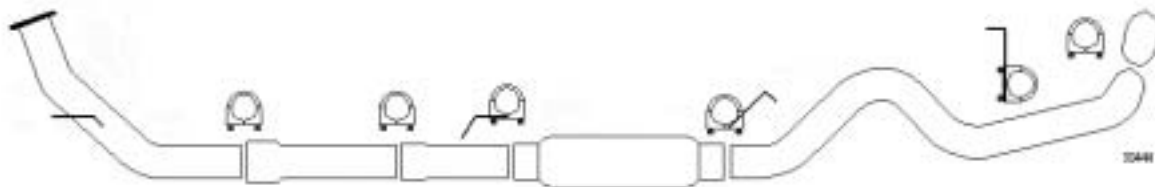
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**NOTE: DO NOT TIGHTEN ANY BOLTS OR CLAMPS UNTIL THE LAST STEP!**

**READ THESE INSTRUCTIONS FULLY AND THOROUGHLY BEFORE YOU BEGIN.**

1. Remove the exhaust system at the V-band clamp at the turbo. Remove the wire hangers from the O.E. rubber hanger mounts ( a lubricant may be necessary), but leave these rubber hanger mounts on the truck.
2. Install the down pipe to the turbo using the original V-band clamp. Tighten only enough to hold in place. Install the wire hanger that is on the down pipe to the O.E. rubber mount on the driver's side of the pipe.
3. Both of the extension pipes will fit the crew cab long box models (160.5" wheel base) on the regular cab long box and crew cab short box models (140.5" wheel base). You will not need the 23" (shorter) extension pipe.
4. Use a 4" clamp to attach the I.D. inlet of the 45" extension pipe to the down pipe.
5. For crew cab long box models only attach the I.D. inlet of the 23" extension pipe to the 45" extension pipe using a 4" clamp.
6. Install the muffler to the applicable extension pipe using the front 4" hanger clamp. NOTE: The exhaust should flow over, and not directly into the louvers of the muffler. Install the wire portion of this hanger to the O.E. rubber hanger mount that is above and forward of the inlet of the muffler. NOTE: On the crew cab long box models there is another O.E. hanger in front of this mount that is not used for this kit.
7. Install the tail pipe to the muffler using the middle 4" hanger clamp. Install the wire hanger that is on the hanger clamp to the O.E. rubber mount above on the side that is nearest to the driveshaft. There is another O.E. hanger on the opposite side of the hanger nearest to the driveshaft that is not used in this kit.
8. Install the rear 4" hanger clamp to the tail pipe before the last bend and just below the O.E. rubber hanger mount just behind the rear axle. Connect the wire portion of the hanger clamp to the O.E. rubber hanger mount above.
9. For those with "dually" models, you will need to install the I.D. inlet of the tail pipe extension to the tail pipe by either using welding (recommended for appearance reasons) or using a 4" clamp (included). You may need to trim to length and style of cut.
10. Tighten all clamps, bolts, and the V-band clamp at the turbo, and check for clearance of the frame, body, brake and fuel lines.



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## **Installation Instructions for 30448 4" Diesel Turbo-Back Kit**

**Application: 2003-2004 full-size Ford 3/4 & 1 ton F series w/6.0L powerstroke turbo diesel, 2wd & 4wd, all wheel bases (137"-172.4")**

NOTE: This is a turbo-back exhaust kit, for vehicles with catalytic converter.

### *Kit Includes:*

- |                                   |                                  |
|-----------------------------------|----------------------------------|
| 1) Tail Pipe Extension # 4005507  | 1) Front 4" Hanger Clamp # 2997  |
| 1) Front Extension Pipe # 4004573 | 1) Middle 4" Hanger Clamp # 2996 |
| 1) Tail Pipe # 4005505            | 2) 4" Clamps #MC7400             |
| 1) Muffler #5024-114AL            | 1) Rear 4" Hanger Clamp # 2995   |
| 1) #53019 Front Down Pipe         | 1) 3-1/2" Clamp #MC7312          |
| 1) #52025 Rear Down Pipe          | 1) #20350ES 3-1/2" Band Clamp    |

### **DANGER WARNING:**

**Should the purchaser decide to install this exhaust product at home, be warned that pleasure car or light duty truck/van "bumper" jacks are intended for emergency use only. The use of frame contact jack stands in conjunction with a floor jack as main support is highly recommended to minimize accidental dropping of a vehicle while the installation proceeds. We recommend the use of a shop hoist if possible. Please use caution!**

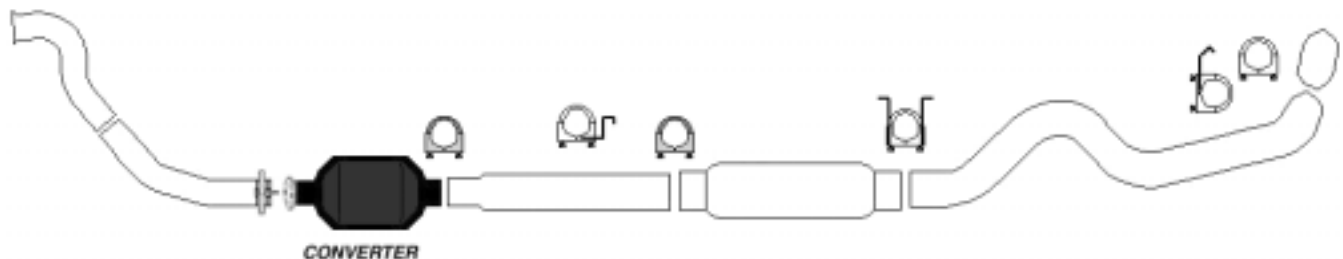
**Limitation of Liability–Disclaimers:** The regulation of emissions production, noise levels and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns and counties.

The manufacturer makes no warranties of merchantability, of fitness for a particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations or ordinances in the states where they may be sold to the ultimate purchaser, the consumer.

The entire risk as to the conformity of this product in any such state and as to repair, should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, and or repair.

The foregoing statement limits the liability of the manufacturer.



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**NOTE: DO NOT TIGHTEN ANY BOLTS OR CLAMPS UNTIL THE LAST STEP!**

*Read these instructions fully and thoroughly before you begin. Before doing any cutting, verify that the length to cut off is correct. You will need to re-use the factory catalytic converter.*

1. Remove the exhaust system from the vehicle, including the down pipe, extension pipe, converter, muffler, and tail pipe. Remove the wire hangers from the O.E. rubber hanger mounts (a lubricant may be necessary), but leave these rubber hanger mounts on the truck. When removing the down pipe, you may need to cut it for removal.
2. Install the front portion of the down pipe to the turbo, reusing the O.E. V-band clamp.
3. Install the rear portion of the down pipe to the front portion of the down pipe, using the 3-1/2" band clamp.
4. Install the O.E. catalytic converter to the rear portion of the down pipe, reusing the O.E. bolts and nuts to connect the flanges.
5. The extension pipe (47" straight pipe shrunk to 3-1/2") will fit the crew cab, long-box models (172.4" wheel base). On the shorter wheel base models, you will need the extension pipe to length, from the 4" O.D. end, the end that is not shrunk:  
crew cab long box (172.4") .....extension pipe length = 47" .....no cutting  
crew cab short box (156.2") .....extension pipe length = 30.8" .....cut off 16.2"  
super cab long box (158") .....extension pipe length = 32.6" .....cut off 14.4"  
super cab short box (141.8") .....extension pipe length = 16.4" .....cut off 30.6"  
regular cab long box (137") .....extension pipe length = 11.6" .....cut off 35.4"
6. Use a 3-1/2" clamp to attach the extension pipe to the converter.
7. Install the front 4" hanger clamp to the extension pipe, and attach the wire portion to the O.E. hanger along side the pipe.
8. Install the muffler to the extension pipe using the middle 4" hanger clamp (two wire hangers on this hanger clamp). NOTE: The exhaust should flow over, and not directly into, the louvers of the muffler.
9. Install the tail pipe to the muffler using the middle 4" hanger clamp (two wire hangers on it) at the connecting point of the tail pipe and muffler. Install the wire hangers that are on the hanger clamp to the O.E. rubber mounts above.
10. Install the rear tail pipe 4" hanger clamp to the tail pipe before the last bend and below the O.E. rubber hanger mount. Install the wire portion of the hanger to the O.E. mount above.
11. For those with dually models, you will need to install the tail pipe extension to the tail pipe by using either welding (recommended for appearance reasons) or using a 4" clamp (included). You may need to trim to length and style of cut.
12. Tighten all clamps and bolts, the V-band clamp at the turbo, and check for clearance of the frame, body, and brake and fuel lines.



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