

Installation Instructions

K4114S

2001-2007.5 Chevy 6.6L Off Road 4" SS Kit

Tools needed: 9/16" end wrench, 9/16" 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

- 1) Start under the vehicle. Find the four bolt flange just behind the catalytic converter, loosen and remove the bolts on this flange. (Your vehicle may have a band clamp in place of the four bolt flange, if so loosen and remove this clamp.)
- 2) Loosen the "T" bolt on the V band clamp. Gently pry clamp loose and save for re-use.
- 3) Loosen the bolts holding the hanger bracket to the transmission. Remove the bracket and save for reinstallation.
- 4) Remove the front pipe by pulling it towards the front of the truck.
- 5) Re install the bracket on the transmission.
- 6) Cut the original system just behind the muffer.
- 7) Spray the stock hangers with lube and pry rubber mounts from the system. Leave the rubber mounts attached to the truck for re-use.
- 8) 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 front pipe using the stock v-clamp and the provided hanger clamp at the transmission bracket.
- 2) Attach the 12" double bumped adapter to the front pipe using a clamp.
- 3) Hang the muffer in the stock location using the hanger clamp on the outlet. This determines the placement of the rest of the system.
- 4) Install the first tail pipe into the outlet of the muffer using the hanger clamp already installed. Rotate the pipe as needed to pass next to the shock absorber. This is important in positioning the tail pipe.
- 5) Install the second tail pipe on to the outlet of the first tail pipe with a clamp. Rotate as needed to level the outlet behind the rear tire. Attach the hanger clamp in the stock rubber.
- 6) Install the cross member pipe into the adapter placing the bend around the cross member. The pipe does not require cutting to fit Crew Cab trucks. For extended cab trucks, approximately 9" needs to be cut off the end with the longest straight section of pipe. (Installation check: measure from the muffer to the adapter and add 2.5" to verify the length required).
- 7) Long beds will need to use a straight pipe extension between the cross member pipe and the muffer. Depending on muffer choice this pipe may vary between 15" and 24" in length and will need to be trimmed to length by installer. When using a muffer shorter than 30" the straight pipe extension may need to be used on short beds also.
- 8) Attach the final piping into the muffer with a clamp.
- 9) Starting at the front pipe, align and tighten all the pipes and clamps. Start the engine and check for leaks.

****Disclaimer****

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This performance exhaust system was not designed to the specifications of a dual rear wheel application; additional components may be necessary for the proper installation and fit.