

RACE  
APPLICATION  
ONLY

# SS1849

2010 DODGE RAM 2500/3500 6.7L  
4" DOWNPIPE BACK SYSTEM



- 1-50811(6-2)
- 1-51012NB(6-1)
- 1-90230(7-2)
- 1-51015(6-2)
- 1-51016(6-2)

- 1-9422(7-3)
- 5-LJ400SS

**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 #SS1849  
2010 DODGE, 4" SINGLE**

**Kit #SS1849 is for race applications only.  
DPF race pipes may void factory warranty.  
Tuner required for proper operation.**

## **REMOVAL OF 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 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. Unbolt the flange and all factory bungs and airlines on down pipe and Diesel Particulate Filter.
3. Cut the down pipe next to the transmission to make removal easier. If you want to keep the down pipe, it will be necessary to lower the transmission plate support to make room for removal of pipe. (Make sure you support the transmission before doing this).
4. Loosen all clamp connections. Spray the hangers with WD-40, then pry them from the OE rubber hangers and remove the factory exhaust. (**Note: a sawzall or hacksaw is the preferred method of cutting exhaust**).

## **INSTALLATION INSTRUCTIONS**

1. Make sure to place the clamps on all connections before installation of pipes and mufflers.
2. Install #50811 turbo pipe using the stock turbo band clamp. Snug the clamp down so it will hold pipe but pipe can still be moved.
3. Install the DPF race pipe (#51012NB). **For longer wheel bases, pipe #9422 will be needed.** Sensors/Lines do not need to go back into the exhaust system. Read tuner instructions.
4. Install muffler, over the axle pipe and tailpipe placing hangers into OEM rubber hangers.
5. Snug all the clamps down so they will hold the pipe but the pipe can still be moved with some effort. **Check for clearance, i.e. brake lines may have to be moved or e-brake cables as well as axle vent tubes**, also check that the exit of tail pipe is level with the truck.
6. Tighten the turbo band clamp. Starting at the front clamp work your way to the back connection, tightening clamps 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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