

RACE
APPLICATION
ONLY

SS644

07-09 DODGE CAB & CHASSIS 3500/4500/5500 6.7L
5" TURBO BACK SINGLE SYSTEM **NO MUFFLER**

Fits regular cab and quad cab models up to 188" wheel base.



- 1-51151
- 1-9554
- 1-9546
- 1-95217

- 1-50858
- 1-50859
- 6-AS500SS
- 1-SS59

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 #SS644**



**07-09 DODGE CAB & CHASSIS 3500/4500/5500 6.7L
5" SINGLE SYSTEM**

Kit #SS644 is for race applications only.
DPF race pipes may void factory warranty.
Wiring harness or 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 #51151 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 (#9554). Next install the extension pipe 9546 and cut if necessary depending on wheelbase.
4. Install muffler delete pipe and 50858 pipe placing hangers into OEM rubber hangers.
6. Install tail pipe # 50859 placing hangers into OEM hanger mounts.
8. 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.
9. 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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