

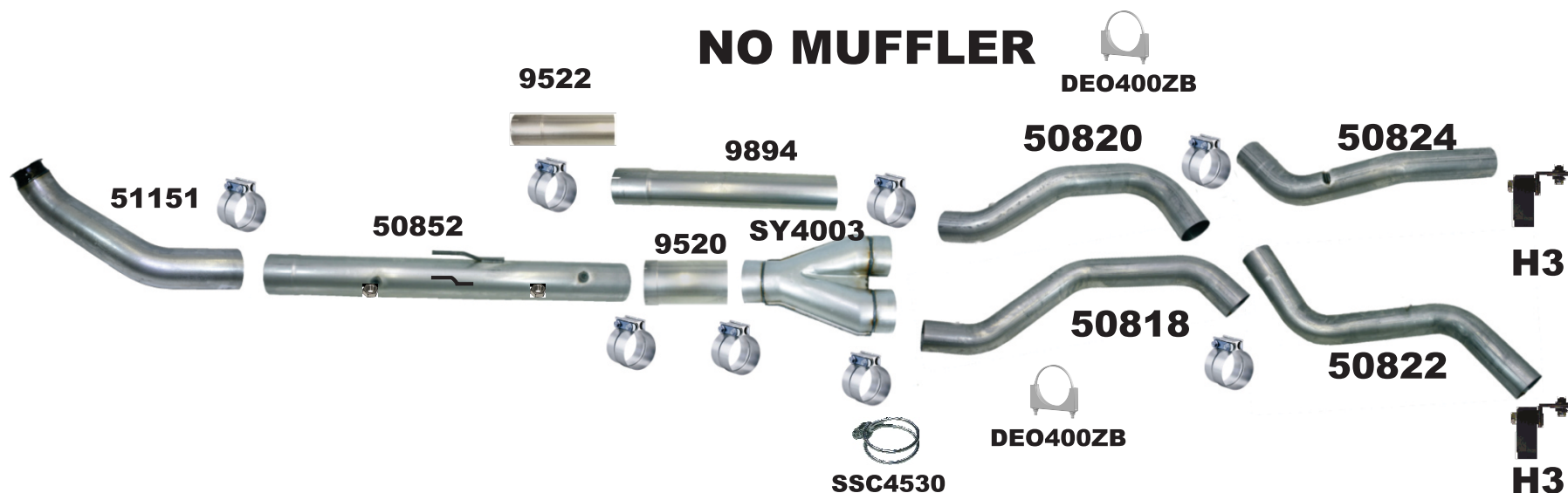
RACE
APPLICATION
ONLY

SS739

2007.5 DODGE RAM 2500/3500 6.7L

4" DUAL SYSTEM

NO MUFFLER



- | | |
|---|---------------------------------------|
| <input type="checkbox"/> 1-51151(8-2&3) | <input type="checkbox"/> 1-50818(5-8) |
| <input type="checkbox"/> 1-50852(8-3) | <input type="checkbox"/> 1-50820(5-8) |
| <input type="checkbox"/> 1-9520(7-5) | <input type="checkbox"/> 1-50822(5-8) |
| <input type="checkbox"/> 1-9522(7-5) | <input type="checkbox"/> 1-50824(5-9) |
| <input type="checkbox"/> 1-9894 | <input type="checkbox"/> 4-LJ500SS |
| <input type="checkbox"/> 1-SY4003 | <input type="checkbox"/> 2-DEO400ZB |
| <input type="checkbox"/> 2-H3 | <input type="checkbox"/> 2-LJ400SS |
| <input type="checkbox"/> 12" LOOM | |

- ☐ 2-TY STRAP
☐ 1-SSC4530

FLO~PRO
PERFORMANCE EXHAUST

PICKED BY: _____

KIT #SS739
07-09 DODGE 2500/3500 RAM 6.7L
5" TO 4" DUAL SYSTEM

Kit #739 is recommended for off-road or race applications only.

DPF delete pipes may void factory warranty.

Wiring harness required for proper operation.



Warning: Off-Road Systems require redirecting brake lines.
Make sure to check for clearance.

Notes:

FLO~PRO Performance Exhaust Systems are designed to fit stock trucks with OEM hitches, tires, wheels, and spare sizes. Any suspension lifts or other variations may require modification of the new exhaust system for proper fit and finish.

Do not tighten clamps until the complete system is in place. Snug clamp down so it will hold the pipe but pipe can still be moved.

WD40 or equal will make removal of hangers easier. Do not tighten clamps until installation is complete.

A small tack with a mig welder is recommended on all clamp connections.

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).**
5. Install #50451 turbo pipe using the stock turbo band clamp. Snug the clamp down so it will hold pipe but pipe can still be moved.
6. Install the DPF delete pipe (#50852). Bolt the O2 sensors back on.
7. Install extension pipes, adaptor and "Y" pipe depending on wheel base. Place metal hangers on "Y" pipe into OE rubber hangers.
8. Remove axle vent tube and clip from left shock mount and reclip to box floor above fuel tank.



9. Unclip OE wiring from routing under frame and around left shock. Remove plastic wiring holder with a sharp knife, taking care not to cut wiring or yourself. Replace with $\frac{3}{4}$ " loom supplied and reclip using supplied TY straps with tit to push into OE frame holes. Mount wiring as high on frame as possible to protect from heat of exhaust. TY strap flex brake line and axle vent tube to E-brake cable. Cut extra TY strap ends off with side cutters.



10. Install left over axle pipe into left outlet of "Y" pipe. Place the left tail pipe onto left over axle pipe, routing it in front of shock and under frame. Bolt strap hanger to frame directly over metal hanger on left tail pipe, use the second hole from end and rubber should be under frame when complete. Tighten bolt in strap hanger completely.
11. Install right over axle pipe into right outlet of "Y" pipe. Install right tail pipe onto right over axle pipe, place strap hanger to frame using second hole from end and rubber should be under frame when complete. Tighten bolt in strap hanger completely. Install clamps on all connections.
12. With the pipes mounted loosely, adjust the new Flo-Pro system for clearance and appearance. Evenly tighten all clamps starting with the front clamps and working your way to the back, making any small corrections as needed.