

RACE
APPLICATION
ONLY

SS805NM

03-04 DODGE 5.9L 4" SINGLE WITH HANGERS



- | | |
|---------------------------------------|------------------------------------|
| <input type="checkbox"/> 1-5031(5-7) | <input type="checkbox"/> 5-LJ400SS |
| <input type="checkbox"/> 1-9436(7-4) | <input type="checkbox"/> 1-SS64 |
| <input type="checkbox"/> 1-8101(7-3) | |
| <input type="checkbox"/> 1-90230(7-2) | |
| <input type="checkbox"/> 1-51015(6-2) | |
| <input type="checkbox"/> 1-51016(6-2) | |

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 #SS805NM
2003-2004 DODGE 4" SINGLE**

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 the flange at three spots with a flat head screwdriver. Remove clamp. **(Note: keep the stock band clamp as it will be used with the new system).**
2. Cut the exhaust in two places. First cut the down pipe next to the transmission and second in front of the muffler. Spray the hangers with WD-40 or Loosen-All and then pry hangers from the rubber and remove factory exhaust. **(Note: a sawzall or hacksaw is the preferred method of cutting exhaust).**

INSTALLATION INSTRUCTIONS

1. Install #5031 pipe using the stock turbo band clamp. Snug the clamp down so it will hold pipe but pipe can still be moved with some effort.
2. Install extension pipe #9436 and muffler delete pipe, placing the supplied clamp hanger on the front end of the muffler delete and mounting it into the OEM rubber mount (see figure 1). **For longer wheel bases, pipe #8101 will be needed also.**
3. Install tailpipe 51016 and over the axle pipe #51015 on factory rubber hangers slipping front connection of 51015 on to rear of muffler.
4. 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.
5. Starting at pipe #5031, 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 connections for added security).

Note: universal converter adapter kit #9400 is required on all converter equipped models.



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