

Installation Instructions for 555-30457 Muffler Back 3" Exhaust System w/Turbo Muffler

Application: 1982-'03 GM S10, S15, Sonoma from '82-'03 with 4 cylinder motor (excluding diesel), and '83-'87 with V6.

NOTE: This is a **universal muffler-back kit** designed to fit many vehicles, and not a true cat-back kit. This kit is designed to re-use the pipe after the converter but before the muffler.

NOTE: For vehicles with 2-1/4" exhaust at the converter.

Kit Includes:

- | | | |
|-------------------------------------|----------------------|------------------------|
| 3) 3/8" Lock Washers | 1) Male Adapter Pipe | 3) 3/8" Nuts |
| 2) 5/16" Lock Washers | 1) Front Tail Pipe | 2) 5/16" Nuts |
| 2) THU900 (BR91930)-360 Swinger | 1) Rear Tail Pipe | 2) 5/16" x 1" Bolt |
| 1) F4 Flange (2-1/2" 3 Hole Flange) | 1) #914 Muffler | 3) 3/8" x 2-1/2" Bolts |
| 2) 5/16" x 1-1/4" Lag Screws | 1) 2-1/4" Clamp | 4) 3" Clamps |
| 1) Female Adapter Pipe w/Flange | | |

DANGER WARNING:

Should the purchaser decide to install this exhaust product at home, be warned that pleasure car or light duty truck/van "bumper" jacks are intended for emergency use only. The use of frame contact jack stands in conjunction with a floor jack as main support is highly recommended to minimize accidental dropping of a vehicle while the installation proceeds. We recommend the use of a shop hoist if possible. Please use caution!

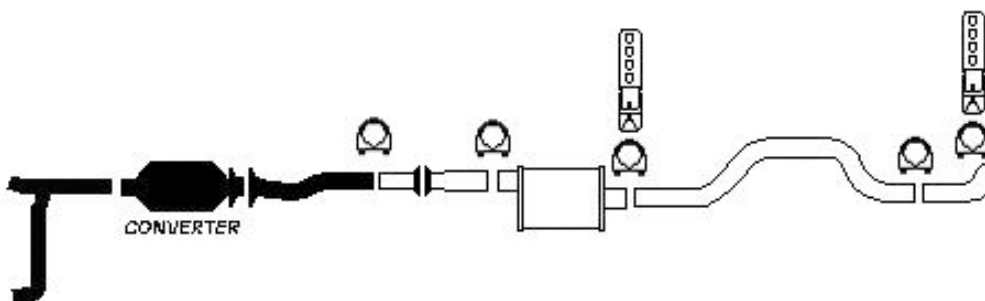
Limitation of Liability–Disclaimers: The regulation of emissions production, noise levels and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns and counties.

The manufacturer makes no warranties of merchantability, of fitness for a particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations or ordinances in the states where they may be sold to the ultimate purchaser, the consumer.

The entire risk as to the conformity of this product in any such state and as to repair, should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, and or repair.

The foregoing statement limits the liability of the manufacturer.



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NOTE: Do not tighten any clamps or nuts and bolts until the last step! Before cutting any pipes it is a good idea to lay out all the included pipes along side the vehicle and get a good idea of how the pipes will hang on the vehicle. Please read the instructions fully and thoroughly before you begin.

1. Remove the exhaust system by cutting the muffler off of the pipe that runs from the muffler to the converter. You will need to cut the pipe as close to the inlet of the muffler as possible. If there is an O.E. hanger immediately in front of (less than 2") the muffler, cut the pipe just in front of this hanger and remove the hanger from the vehicle.
2. Slide the F4 flange over the male adapter. Install the 2-1/4" inlet of the male adapter pipe to the existing pipe after the converter, using the 2-1/4" clamp.
3. Install the flanged end of the female adapter to the flanged end of the male adapter using the 3/8" x 2-1/2" bolts, nuts, and lock washers.
4. Install the muffler to the female adapter using a 3" clamp. The inlet of the muffler is offset, with a center outlet, with the inlet lying away from the drive shaft.
5. Remove the O.E. hangers that are on the vehicle above the end of where the O.E. muffler was. Install a THU900 hanger to the frame near where the rear O.E. hanger was. Use the existing bolt hole if possible, or drill a 5/16" hole in the frame near the O.E. hanger. Install the hanger using a 5/16" x 1" bolt, nut, fender and lock washer to the frame. Use the 3" clamp at the connecting point of the muffler and connect the right tail pipe and the hanger assembly.
6. Install the inlet (long end) of the front tail pipe to the muffler. Use the clamp from step 5) to connect the two pieces and the hanger.
7. Install the rear tail pipe to the front tail pipe using a 3" clamp.
8. Where the rear tail pipe crosses under the frame, locate or drill a 5/16" hole in the frame and connect the remaining THU900 hanger to the frame using the 5/16" nut, bolt, lock and fender washer. Use a 3" clamp to connect the hanger to the rear tail pipe.
9. Tighten all clamps, nuts, and bolts. Check for clearance of all brake and fuel lines, and for clearance of all chassis and frame components.



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Installation Instructions for 555-30482 Muffler Back 2-1/2" Exhaust System w/Turbo Muffler

Application: 1982-'04 Ford Ranger with 4 cylinder and V6 (also '94 Mazda B2300, '94-'97 B3000 & B4000)

NOTE: This is a **universal muffler-back kit** designed to fit many vehicles, and not a true cat-back kit. This kit is designed to re-use the pipe after the converter but before the muffler.

NOTE: For vehicles with 2" exhaust at the converter.

Kit Includes:

- | | | |
|---------------------------------|-----------------------|--------------------|
| 1) 5/16" x 1-1/4" Lag Screw | 2) 5/16" x 1" Bolt | 2) 5/16" Nuts |
| 2) THU900 (BR91930)-360 Swinger | 2) 5/16" Lock Washers | 1) 2" Clamp |
| 3) 3" Clamps | 1) Adapter Pipe | 1) Front Tail Pipe |
| 1) #914 Muffler | 1) Rear Tail Pipe | |

DANGER WARNING:

Should the purchaser decide to install this exhaust product at home, be warned that pleasure car or light duty truck/van "bumper" jacks are intended for emergency use only. The use of frame contact jack stands in conjunction with a floor jack as main support is highly recommended to minimize accidental dropping of a vehicle while the installation proceeds. We recommend the use of a shop hoist if possible. Please use caution!

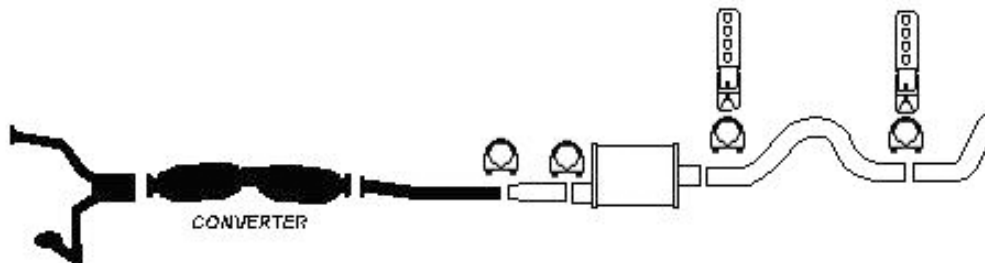
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The entire risk as to the conformity of this product in any such state and as to repair, should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer of such product and it is not upon the seller, distributor, or manufacturer.

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NOTE: Do not tighten any clamps or nuts and bolts until the last step! Before cutting any pipes it is a good idea to lay out all the included pipes along side the vehicle and get a good idea of how the pipes will hang on the vehicle. Please read the instructions fully and thoroughly before you begin.

1. Remove the exhaust system by cutting at the very inlet of the muffler, off of the pipe that runs from the muffler to the converter. You will need to cut the pipe as close to the inlet of the muffler as possible.
2. Install the 2" inlet of the adapter pipe to the existing pipe after the converter, using the 2" clamp.
3. Install the muffler to adapter using a 3" clamp. You will need to install the muffler vertically for clearance. The inlet of the muffler is offset, with a center outlet, with the inlet lying down.
4. Install the inlet of the front tail pipe to the muffler.
5. At the rear of the muffler above the outlet is a box support. Locate, or drill, a 5/16" hole in the box support. You will need to take a BR91930 swinger hanger, and put a 90 degree bend in the (suggested) third hole from the top, and use the second hole with a lag screw to attach to the hole in the box support.
6. Install the inlet of the front tail pipe to the muffler using a 3" clamp. Use this same 3" clamp to connect the muffler, front tail pipe, and BR91930 hanger used in step 5).
7. Remove the O.E. hanger that is on the vehicle above the end of where the end of the front tail pipe ends. Install a BR91930 hanger to the frame near where the rear O.E. hanger was. Use the existing bolt hole if possible, or drill a 5/16" hole in the frame near the O.E. hanger. Install the hanger using a 5/16" x 1" bolt, nut, fender and lock washer to the frame.
8. Install the rear tail pipe to the front tail pipe using a 3" clamp, and connect the hanger used in step 7) to connect the assembly.
9. Tighten all clamps, nuts, and bolts. Check for clearance of all brake and fuel lines, and for clearance of all chassis and frame components.



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