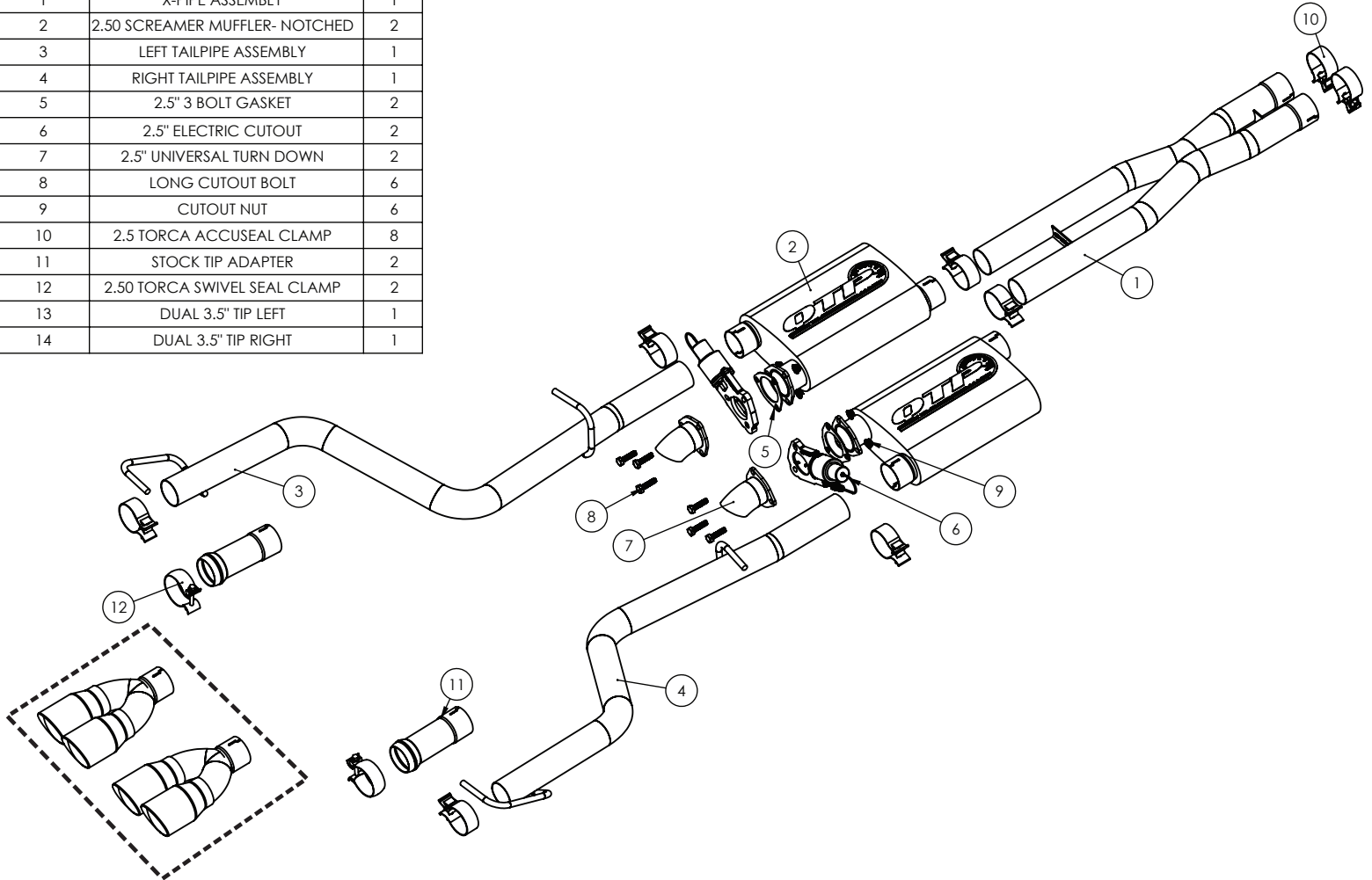


PART# 430015
2015+ Dodge Challenger R/T 5.7
Screamer Exhaust System



Caution! Never work on a hot exhaust system. Burns or other serious injuries can result. Always allow the exhaust system to cool before removal. Always consult vehicle manual for proper lifting and support guidelines. Always wear approved safety glasses when working. Serious injury or death can result if safety precautions are not followed.

ITEM NO.	DESCRIPTION	QTY.
1	X-PIPE ASSEMBLY	1
2	2.50 SCREAMER MUFFLER- NOTCHED	2
3	LEFT TAILPIPE ASSEMBLY	1
4	RIGHT TAILPIPE ASSEMBLY	1
5	2.5" 3 BOLT GASKET	2
6	2.5" ELECTRIC CUTOUT	2
7	2.5" UNIVERSAL TURN DOWN	2
8	LONG CUTOUT BOLT	6
9	CUTOUT NUT	6
10	2.5 TORCA ACCUSEAL CLAMP	8
11	STOCK TIP ADAPTER	2
12	2.50 TORCA SWIVEL SEAL CLAMP	2
13	DUAL 3.5" TIP LEFT	1
14	DUAL 3.5" TIP RIGHT	1



Optional Dual 3.5" Tips (PN: 430015T)

Removal of factory equipment:

Step 1: Raise and support Vehicle. Loosen the two accuseal clamps where the factory cat pipes meet the factory x-pipe.

Step 2: Remove and retain the ground strap on the right rear exhaust hanger

Step 3: Unbolt the factory hangers from the chassis. There are 3 hangers per side. Note there locations as they will be reinstalled on the new exhaust. with all hangers unbolted remove the factory exhaust from the vehicle

Installation of new exhaust:

Step 4: Pre-assemble mufflers by bolting the electric cutouts and turn downs to the mufflers using the supplied bolts and gaskets. Position the valves as shown in figure 1.

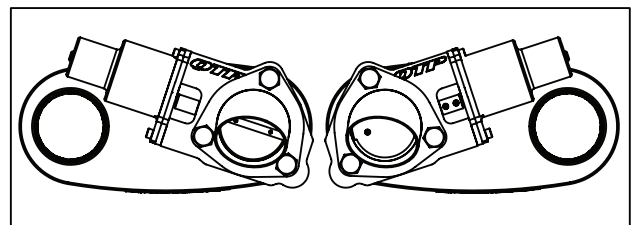
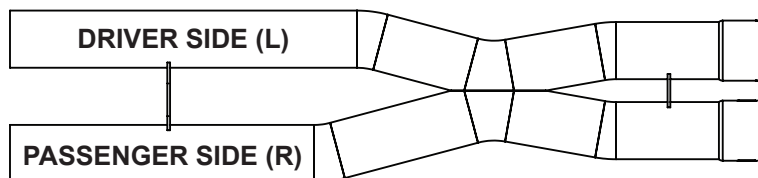


Figure 1

Installation of new exhaust

Step 5: Place an accuseal clamp onto each expanded end of the x-pipe and slide the x pipe onto the factory cat pipes. Do not tighten the clamps at this time.

NOTE: The X-Pipe is NOT symmetrical and must be installed properly. Note the orientation shown below. The longer offset side of the x-pipe is installed towards the passenger side of the vehicle. When installed properly the "QTP" logo in the rear support will be right side up.



Step 5: Place an accuseal clamp on the expanded inlet ends of each muffler and slide the mufflers onto the x-pipe. Do not tighten the clamps at this time.

Step 7: Using a spray lubricant, remove the factory rubber isolators from the factory exhaust and transfer them to the new tailpipe assemblies keeping them in the same locations.

Step 8: Place an accuseal clamp onto the outlet of each muffler and slide the tailpipe assembly into the muffler. Bolt the hangers back to the vehicle. Repeat this process for the other side.

Step 8 : slide an accuseal clamp onto the factory tip adapter tube and place onto the tailpipe assembly. Secure the factory exhaust tip to the adapter tube using the supplied swivel seal clamp.

Dual 3.5" Tip Option (PN: 430015T): If using the optional Polished exhaust tips, do not install the stock tip adapters. Slide an accuseal clamp onto each tip and slide the tip onto the tailpipe.

Step 9: Reinstall the ground strap on the right rear hanger. Adjust the exhaust so that the tips are centered in the valence opening and level out the mufflers. Starting at the front of the vehicle and working towards the back tighten all clamps.

Wiring the cutouts:

Installing the Toggle Switch

- Make sure that the vehicle battery has been disconnected.
- The switch should be located in a place that is easy to access such as a center console, kick panel, etc.
- Connect the RED wire to a 12 volt source.
- Connect the BLACK wire to a good ground.
- Drill a 1/2" hole where you wish to mount the switch.
- Remove the first lock ring from the shaft of the switch.
- Install switch in the hole you just drilled.
- Slide the lock ring over the switch and tighten ring so that there is no play in switch.

Routing the Wire Harness

- Make sure that you have the wire oriented so that the connectors mate. They are different, so make sure you pull the proper end into the vehicle.
- Route the wire up through the underside of the car. *Be careful to ensure that that the exhaust pipes or drive shaft do not interfere with the cable.
- Route the cables into the car. You can often open up a factory drain plug in the floor pan and snake the wire through.
- For manual transmission cars, you can also come up through the transmission shifter area. Remove the boot/seal of the transmission shifter.
- Plug the cable into the toggle switch, on the connector near the motor, align and press them together and then turn the coupling ring until it locks.

Maintenance

- We recommend lubricating the butterfly plate, Body and shaft using a quality lubricant such as "Liquid Wrench"(tm) from Gunk. This will help prevent Carbon build up naturally generated by the exhaust system and keep the butterfly sealing properly. This should be done on a monthly basis.
- For harsher climates, you should remove the cutouts and store them. Using the supplied block off plates will insure operation while cutouts are removed.
- Check screws every now and then to make sure they are tight. If not reapply a red thread locker and reinstall.

Note: After initial startup a small trace of smoke may be visible from the exhaust, do not be concerned. This is from residual oils left in the tube from the manufacturing process and will dissipate quickly.

Quick Time Performance recommends professional installation on all of our products.

Made in the USA