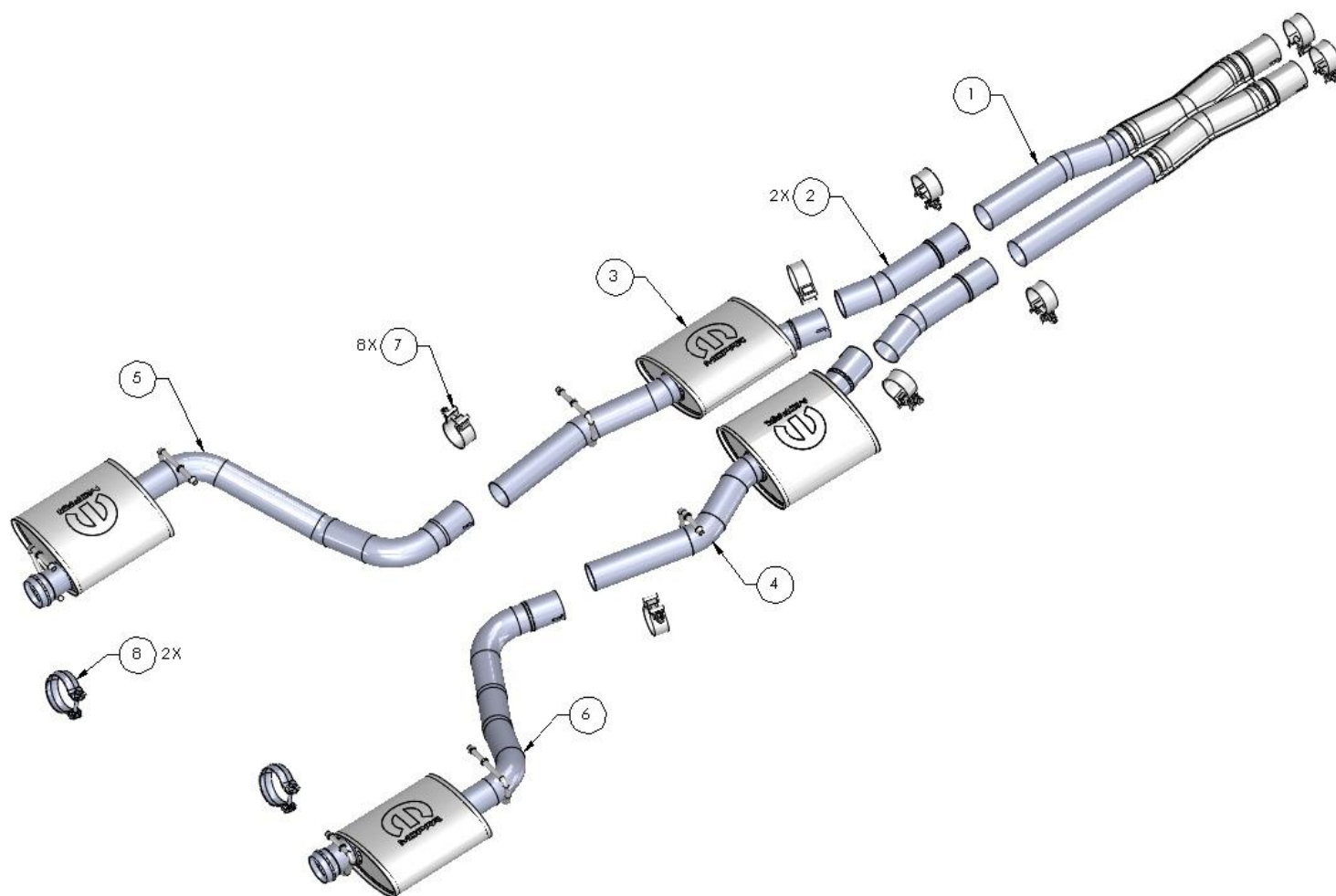




Performance Exhaust

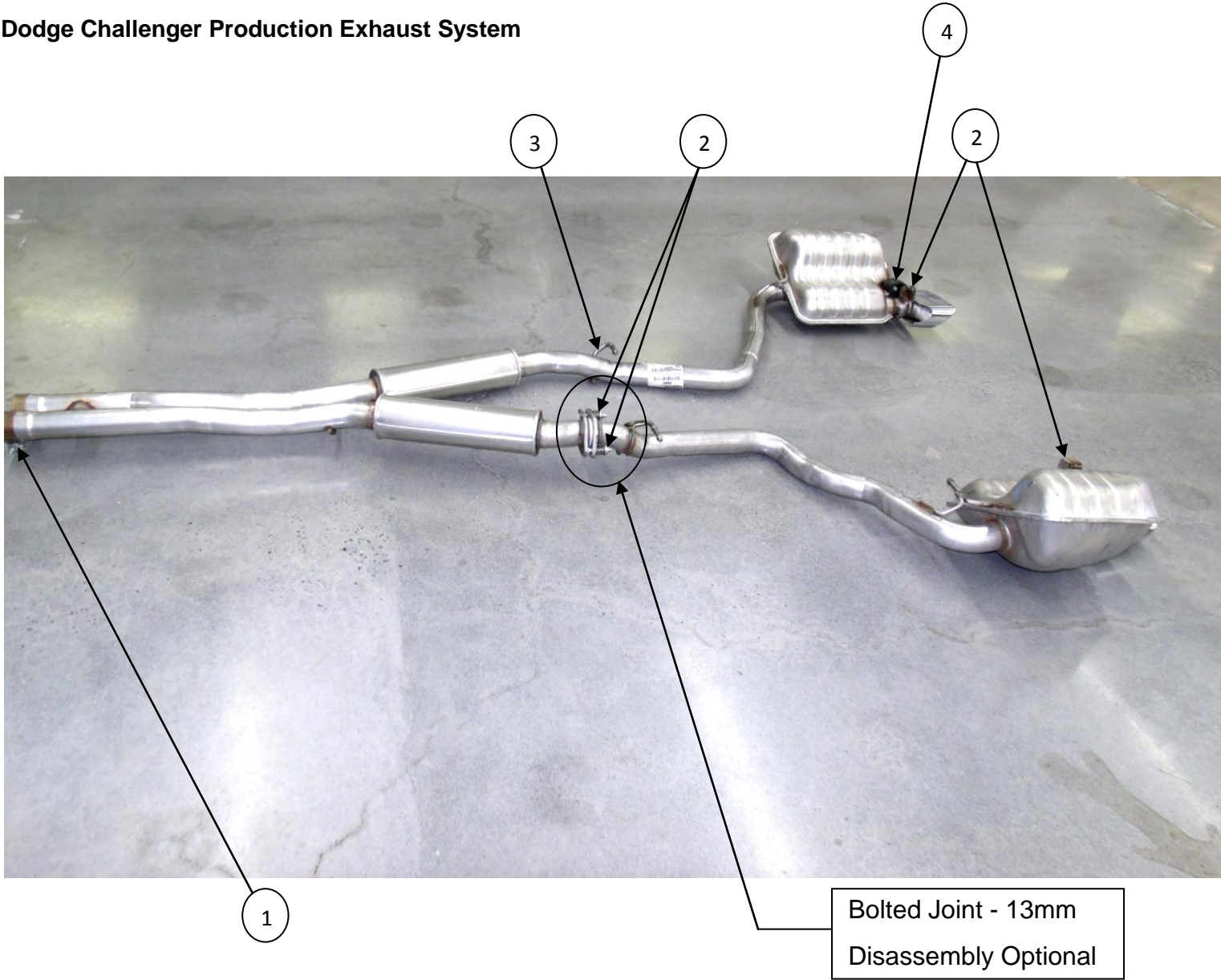
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P5160040AB Dodge Challenger



Call Out	Description	Quantity
1	X-Pipe Assy	1
2	Intermediate Pipe	2
3	L/H Intermediate muffler assy	1
4	R/H Intermediate Muffler assy	1
5	L/H muffler/tailpipe assy	1
6	R/H muffler/tailpipe assy	1
7	2.50" clamp	8
8	65mm half-moon clamp	2

Dodge Challenger Production Exhaust System



Call Out	Description	Quantity
1	Bolted Joint - 15mm Socket	1
2	Bolted Joint - 13mm Socket	1
3	Stamped Metal Hangers	6
4	Rubber Isolators	6 (4 remain on vehicle during removal of factory system)

SYSTEM REMOVAL

It is highly recommended that a professional muffler shop or dealership handle this type of installation for quality results.

NOTE: CAUTION! Never work on a hot exhaust system. Always wear eye protection when working under any vehicle.

NOTE: We suggest a penetrating spray lubricant be applied liberally to all exhaust fasteners and allowing time for the chemical to lubricate the threads before attempting to disassemble.

Suggested Tools for Installation:

- (1) Standard 3/8" Ratchet
- (1) Standard 3/8" x 6" Extension
- (1) Standard 3/8" x 13mm Socket
- (1) Standard 3/8" x 15mm Socket
- (1) Standard 3/8" x 16mm Deep Well Socket
- (1) Boxed End 13mm Wrench
- (1) Boxed End 15mm Wrench



Figure 1

1. Use a muffler stand or an additional person to hold the driver side muffler assembly in place.
2. Loosen the clamps shown in (Fig. 5) located in front of the h-pipe assembly.
3. On the Driver's side, remove the 2 – 16mm nuts from the Heatshield on the Catalytic Converter and remove as shown in (Fig. 3)
4. Loosen the 2- 16mm nuts on the Catalytic Converter flange to exhaust manifold, **Do Not** Remove. Repeat for the Passenger's side as shown in (Fig. 4). This will ease alignment during installation.



Figure 2

Refer to Production Mounting Diagram

5. Starting on the driver's side, remove 2 - bolts from the rubber isolator body mounted hangers from the rear and front of the muffler/tailpipe assembly as shown in (Fig. 6). Next remove nuts and springs from the spring loaded joint. Lastly, remove bolt from the front stamped metal hanger bracket. Remove this section of the exhaust system.
6. On the passenger's side, remove 2 - bolts from the rubber isolator body mounted hangers from the rear and front of the muffler/tailpipe assembly. Remove bolt from the front stamped metal hanger bracket.



Figure 3

NOTE: WARNING! Torque all fasteners according to manufacturer's values and tightening sequence. DO NOT use air impact tools to tighten fasteners. Use of such tools may result in bent flanges or gasket contact areas leading to exhaust leaks.

Note: All Clamps should be tightened starting from the rear of the vehicle forward to allow for adjustment to the replacement system as necessary.

5. Remove the exhaust by sliding it off of the head pipe.
6. Lubricate all isolators for ease of removal and transfer them along with hangers to the Mopar cat-back system.



Figure 4



Figure 5



Figure 6

Installation of the Mopar Cat-back Exhaust

1. Before installing the X-pipe assembly, make sure the exhaust pipe ends from each Catalytic Converter are level and even as shown in (Fig 7).
2. If Catalytic Converter exhaust pipe ends are not even and as shown in (Fig. 8) adjust until level and tighten the 2 – 16mm nuts on both the driver's and passenger's side Catalytic Converter to exhaust manifold flange being careful not to move the pipes while tightening the flange nuts.
3. Place a clamp over each end of the X-pipe assembly and set it into position. Note: Leg that is offset goes to the driver's side as shown in (Fig 9). **Do Not** tighten the clamps.
4. Set Intermediate pipe in position by placing expanded end over the X-Pipe assembly as shown in (Fig 10) Repeat for both the left and right side. Slide clamp into position between the X-pipe assembly and both left and right intermediate pipes. **Do Not** tighten the clamps.
5. Place a clamp over the expanded end of both the left and right intermediate pipes. Slide the left hand intermediate muffler assembly into the expanded end of the left hand intermediate pipe as shown in (Fig 11) Set in position and make sure to install the hanger into the rubber isolator. Repeat for the right hand side. **Do Not** tighten the clamps.
6. Place a clamp over the expanded end of the left muffler/tail pipe assembly. Slide the left hand muffler/tailpipe assembly onto the left hand intermediate muffler assembly as shown in (Figs. 6, 13). At this time attach the rubber isolator and hanger with bolt removed from original system to the body. Repeat for the right hand side. **Do Not** tighten clamp.



Figure 7



Figure 8



Figure 9

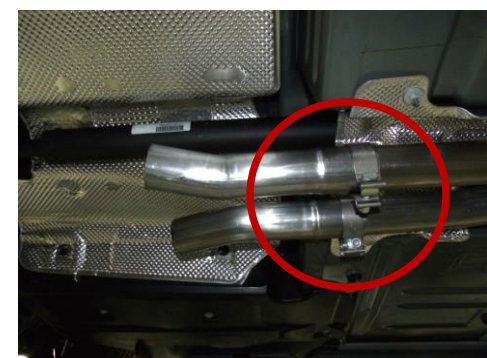


Figure 10

5. Clip the ground strap onto the hanger just in front of the right hand muffler/tailpipe assembly as shown in (Fig 13).
6. Remove and transfer the production exhaust tips onto the Mopar System as shown in (Fig 14). Align the tip to fascia and tighten clamp to 20-24ft. lbs. (28-32Nm)
7. Check your exhaust system for proper clearance under the vehicle and that the tips are centered in the stock bezel.
8. Once position has been determined to be correct, tighten the Accuseal clamps to 32-35 ft. lbs (43-47Nm).
9. Tighten the 2 – 16mm Catalytic Converter to exhaust manifold flange nuts to 42 ft. lbs. (58Nm) on both the driver's and passenger's side.
10. At this time, reinstall the Heatshield on the driver's side Catalytic Converter being careful not to touch the starter and tighten the 2 – 16mm nuts.
11. Before starting your vehicle, make sure to check all wires, hoses, brake lines, body parts and tires for safe clearance from the exhaust system.
12. Start vehicle and check for any leaks. If any leaks are found determine the cause (such as loose or incorrectly positioned clamp) and repair as necessary.

Note: The exhaust will initially smoke due to lubricant used in the bending process. This will dissipate shortly after the exhaust is up to operating temperature.

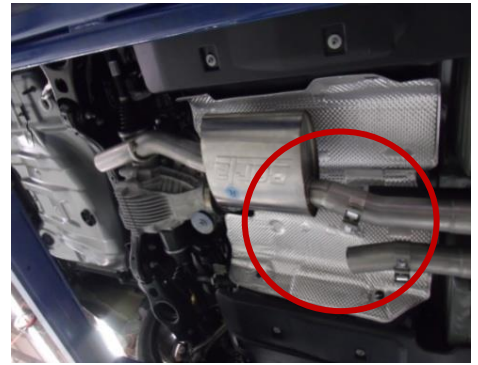


Figure 11

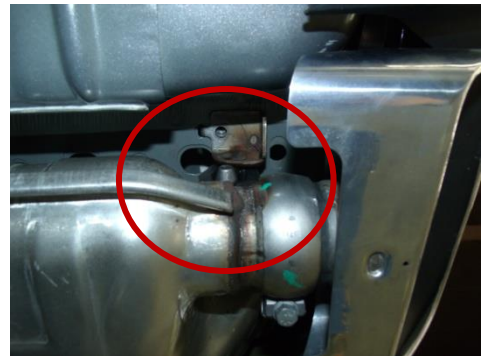


Figure 12



Figure 13



Figure 14