

AS A RESULT OF THE RESTRICTED ROOM AVAILABLE ON SOME APPLICATIONS, YOU MAY EXPERIENCE A CLOSE FIT TO SOME BODY AND CHASSIS COMPONENTS, THIS IS A NORMAL CONDITION. IF THIS IS YOUR FIRST TIME INSTALLING AN EXHAUST PRODUCT IT MAY BE TIME CONSUMING, WHILE NOT COMPLEX, STICK WITH IT, AS SOON AS YOU START YOUR ENGINE THE REWARD OF ADDITIONAL HORSEPOWER AND PERFORMANCE WILL BE WELL WORTH YOUR EFFORTS.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

FOR EASE OF INSTALLATION, YOUR VEHICLE MUST BE RAISED A MINIMUM OF 24". WARNING SHOULD YOU DECIDE TO INSTALL ANY EXHAUST PRODUCTS YOURSELF, BE WARNED THAT THE ORIGINAL EQUIPMENT JACK THAT CAME WITH THE VEHICLE IS INTENDED FOR EMERGENCY USE ONLY. THE USE OF A FRAME JACK IN CONJUNCTION WITH A FLOOR JACK AS MAIN SUPPORT IS HIGHLY RECOMMENDED TO MINIMIZE THE ACCIDENTAL DROPPING OF A VEHICLE WHILE THE INSTALLATION PROCEEDS. NEVER GO UNDER ANY VEHICLE THAT IS SUPPORTED BY A BUMPER JACK!

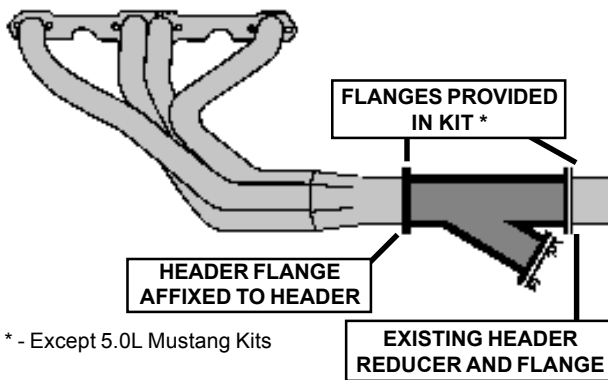
CHOOSE THE MOUNTING LOCATION FOR YOUR CUTOUT(S).

Please keep in mind that the underside all vehicles will vary. The most performance efficient location to mount them is right behind your headers. On non-header equipped applications an area close to the front of the system after the pipes makes their exit from the engine compartment parallel to the underside of the vehicle.

It is very important that extreme caution be taken to insure that there is ample clearance (due to the extreme temperature range of the exhaust gases) between the main body of the CUTOUT(s) as well as the CUTOUT(s) dump exits and the following items:

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|------------------------|--------------------------------|-------------------------|
| 1. Ground Clearance | 5. Fuel lines | 9. Fuel Pumps |
| 2. Vehicle Floor Pan | 6. Brake Lines | 10. Traction Bars |
| 3. Frame and Sub-Frame | 7. Wiring and Wiring Harnesses | 11. Parking Brake Cable |
| 4. Drive Shaft | 8. Suspension Components | |

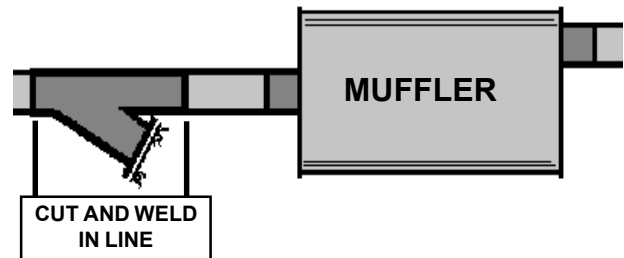
TYPICAL HEADER INSTALLATION



* - Except 5.0L Mustang Kits

IF INSTALLING ON A CATALYTIC EQUIPPED VEHICLE, THE INSTALLATION OF THE CUTOUT MUST BE MADE BEHIND THE CONVERTER(S).

TYPICAL HEADPIPE INSTALLATION



IF INSTALLING ON A CATALYTIC EQUIPPED VEHICLE, THE INSTALLATION OF THE CUTOUT MUST BE MADE BEHIND THE CONVERTER(S).

YOUR CUTOUT SHOULD ALWAYS BE WELDED OR BOLTED INTO PLACE. MUFFLER CLAMPS ARE NOT RECOMMENDED AS EXHAUST LEAKS MAY OCCUR.

After installation has been completed coat the threads on the studs and wingnuts with an anti-seize product. We highly recommend that you re-coat the threads periodically to prevent corrosion and rust from forming. Using a crescent wrench or a set of pliers tighten the wingnuts 1/8 of a turn past finger tight. After your CUTOUT(s) have been installed for a while the bypass plate will seat into position and finger tightening the wingnuts should be enough tension to keep them from coming loose. Please remember to check the wingnuts from time to time, as you would your header bolts, making sure they haven't loosened.

WHEN YOU HAVE FINISHED INSTALLING YOUR CUTOUT(S), TAKE THE VEHICLE FOR A ROAD TEST. LISTEN CAREFULLY FOR ANY EXHAUST LEAKS OR OTHER STRANGE NOISES AND MAKE CORRECTIONS. WHEN THE VEHICLE HAS BEEN DRIVEN FOR A FEW DAYS, RETIGHTEN THE WINGNUTS.

NOTE: THIS PRODUCT MUST BE USED IN COMPLIANCE OF ALL LOCAL, STATE AND FEDERAL EMISSIONS AND NOISE LAWS AND REQUIREMENTS.

THEREFORE: THIS DEVICE IS NOT LEGAL FOR USE BEFORE THE CATALYTIC CONVERTER ON CATALYTIC CONTROLLED MOTOR VEHICLES. ON THESE VEHICLES IT IS INTENDED FOR USE ON RACING ONLY VEHICLES THAT WILL NEVER BE DRIVEN UPON A HIGHWAY. IF YOU HAVE ANY QUESTIONS CONCERNING HOW THIS EFFECTS YOU AND YOUR VEHICLE, CONTACT THE DEALER FROM WHOM YOU PURCHASED THIS DEVICE OR CONTACT THE FACTORY DIRECT.