

# Installation Instructions

CATALOG #: 500116

2016+ Aggressor Cutout Pipes



## 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.

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## 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 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.

## Installing the Cutout Pipes

\*NOTE\*: The pipes are different for each side. when mounted correctly, the QTP logo on the TUBE will face up.

- Mount the Electric Valve to the connection tube flange and check to be sure you have the valve aligned to the connection tube correctly. See image F for proper orientation. Ensure that there is proper clearance between the motor and chassis (Specifically the rear sway bar).
- With the valve bolted to the cutout pipe, position the notched end of the pipe on the factory exhaust. Using a marker mark the outside of the pipe where it contacts the factory exhaust (image A).
- Offset this line inboard approximately 1/4" (Image B). Using a hole saw or plasma cutter cut the hole using the inner line as a guide (Image C).
- Deburr the cut using a die grinder, dremel tool or file (Image D). With the valve still bolted to the cutout tube, align the cutout tube over the hole now cut in the factory exhaust. Ensure proper clearance between the valve and chassis is maintained and tack the tube into position.
- Remove the valve and weld the Cutout pipes onto the exhaust (image E).



Image A



Image B

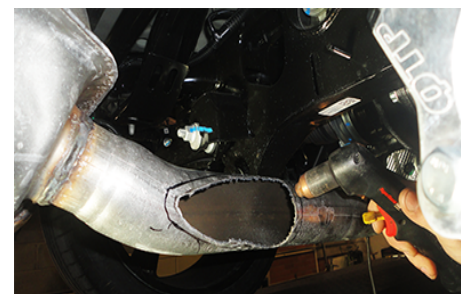


Image C



Image D



Image E



Image F

## Installing the QTEC

- Position the QTEC over the collector of the cutout pipe. Place the QTEC on the bolts on the cutout with the gasket. Coat all bolts liberally with a thread locker. Start the nuts on all four bolts before tightening. Be sure that the butterfly does not come into contact with the mounting flange.

## Finishing the Install

- Reconnect the positive lead on the battery.
- Lower the vehicle back to the ground.
- Before starting vehicle, turn key to run position and push up and down to open and close the valve. Ensure that the valve is not binding or sticking (i.e. is centered in the exhaust and is not hitting any objects). It only takes 4.75 seconds for it to go from closed to open and vice versa.
- Start the car and enjoy!

## 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.

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## **Questions?**

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