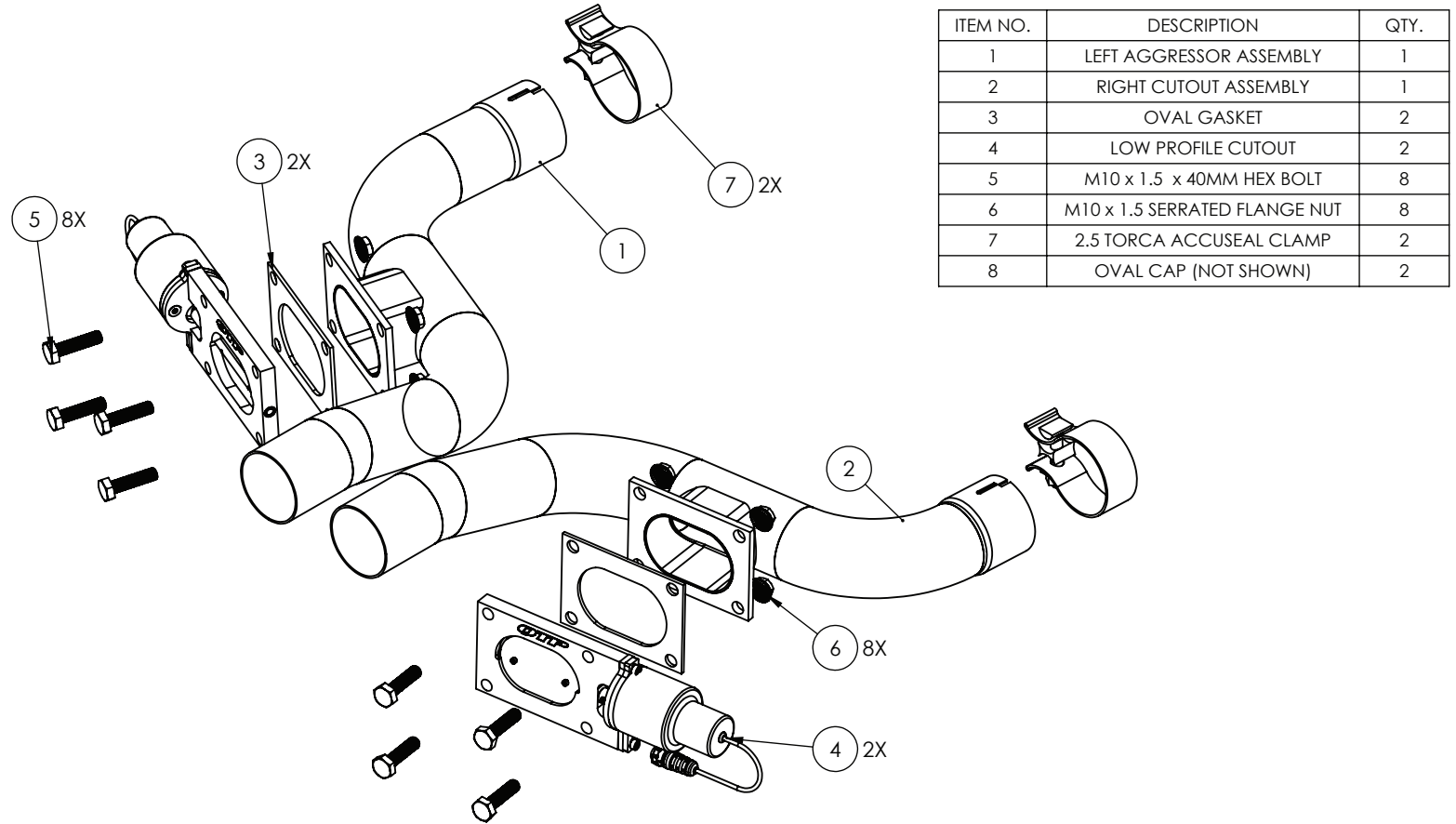


PART# 530011
2011+ Dodge Challenger 5.7
Aggressor Cutout Pipes



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	LEFT AGGRESSOR ASSEMBLY	1
2	RIGHT CUTOUT ASSEMBLY	1
3	OVAL GASKET	2
4	LOW PROFILE CUTOUT	2
5	M10 x 1.5 x 40MM HEX BOLT	8
6	M10 x 1.5 SERRATED FLANGE NUT	8
7	2.5 TORCA ACCUSEAL CLAMP	2
8	OVAL CAP (NOT SHOWN)	2

Removal of Factory Front Pipes:

Step 1: Raise and support Vehicle. Once lifted support the center of the factory x-pipe. (Image A).

Step 2: Starting with the left, visually line the new aggressor pipe against the factory front pipe. Square the end of the new pipe with the end of the expanded section of the factory x-pipe. Using a marker, mark the end of this tube on the factory tube. (Image B + C)

Step 3: Measure and mark a new line 1 3/4" back towards the REAR of the vehicle from the first mark. (Image D)

Step 4: Using a sawzall, cut on the rearmost mark. Take time to ensure the cut is straight. Once cut loosen the factory band clamps on the x-pipe and remove the cut sections. Deburr the cut with a file.(Image E)

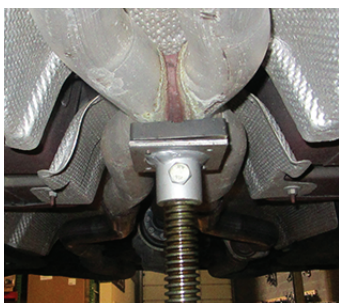


Image A



Image B



Image C



Image D

Installing The Aggressor Pipes

Step 5: Locate, unbolt, and unhook the factory exhaust hangers located just in front of the rear axle. (Image F)

Step 6: Slide the aggressor pipes into the the factory x pipe. Place an accuseal clamp onto each cut end of the factory cat pipes. push back on the aggressor pipes to slide the exhaust towards the rear of the vehicle. Once there is enough clearance, rotate the aggressor pipes up and slide them over the factory cat pipes. (Images G + H)

Step 7: Reinstall the hangers that were unhooked in step 5. Adjust the exhaust system back to original location and tighten all clamps.

Step 9: Install the exhaust cutouts using the supplied gaskets and bolts. Once wired cycle the valves and ensure the butterfly plate does not hit the flange or turndowns (if installed).



Image E



Image F



Image G



Image H

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 visable from the exhuaust, do not be concerend. This is from residual oils left in the tube from the manufacturing process and will disipate quickly.