Always exercise caution when working on, under or around any vehicles. Serious injury or death could occur if safety measures are not followed.

Warnings and Safety Measures

- Allow the vehicle's exhaust system to cool before removal. Exhaust system temperatures may cause severe burns.
- If working without a lift, always consult vehicle manual for correct lifting specifications.
- Always wear safety glasses and ensure safe work area.
- Catalytic converter are to be used for off road use only.
- Professional installation is recommended.

Removing the Stock Exhaust System

1. Take out O2 sensor located in the front exhaust pipe with a 7/8 wrench or 22ml wrench.

2. Take of the two nuts (15ml) from the front pipe to catalytic converter connection.

3. Pull down on rear of the exhaust system by the muffler. When the 4 rubber hangers stretch, squirt soapy water into the rubber where the hangers go. You could use WD40 or grease but that would not be too good for the rubbers. It will start to deteriorate them.

Using a fair size channel lock pliers, squeeze the backside of the rubber and the hanger rod. This will push the hanger knob into the rubber. Start all 4 like this. Then using a long screw driver or pry-bar take off the two front hangers (the two closest to the engine). The two rear ones are still in and will support the system while prying. From here you can actually pull the system out of the rear two hangers or pry them out.

4. Reuse the stock gasket and studs at the bottom of the catalytic converter, if you can.

5. The stock exhaust system is now disassembled and its time to put your new kit on!

Installing your New Exhaust Kit

Note: If you snug everything first instead of fully tightening, it will allow room for movements and adjustments. Once the new system is on, snug, align, and then do your final tightening.

1. Bolt on the front pipe, making sure it's centered and square on the gasket.

2. Take appropriate floor pan bolt out and install Solo's extra front hanger.

3. Put O2 sensor back into the new front pipe. Make sure and twist the wire counterclockwise several times before screwing it in clockwise. This will ensure that your O2 wires are not overly twisted.

4. Use the 3″ band clamp and a stand to support the Y-Pipe section. Don't tighten the band clamp, just snug it. There may be some small gaps between the sections. This is OK, the band clamps will seal any of these gaps when they are tightened. The Y-Pipe is not reversible. When put on properly it points slightly upward.

5. Hang the rear muffler section. When hung properly you should just be able to get a finger in between the rear hanger that goes through the rubber and the rear valence.

6. Take care to center the tips. Then tighten the 2 ½ " band clamps. It helps out a lot to have someone holding the tips while you do the final tighten. This will ensure they are aligned properly.

7. Tighten the 3″ band clamp fully while making sure the tips are still centered.

8. Do your final tighten on the front pipe to cat connection and the hanger while still holding the tips in place.

9. Drive away and… Enjoy Going Solo!

Points of Interest

1. The MACH exhaust note lessens over the first few days as your computer adjusts to the freer flowing exhaust. The first two minutes of start up are actually the worst sound the car will ever make. It takes a couple of minutes for the cars computer to start adjusting.

After the first few days of driving the exhaust note is 90% where it's going to be. It gets about 10% quieter over the next two months as a layer of carbon builds up on the inside of the exhaust system.

2. The T409 polished stainless pipes (not the tips) will turn a golden brown or bluish color because the heat of the exhaust system. This is normal and the way T409 stainless reacts to heat. T409 pipes can also get a small layer of surface rust especially if you live up north.

3. Be careful on your first few drives. There is a lot more power with this exhaust system. Ease into driving, you don't want your car to get away from you.

4. Keep an eye on your gas mileage. We have many reports of 2 to 4 miles per gallon increase in fuel efficiency.