

# Installation Instructions

CATALOG #: 425007

2007-2016 Jeep Wrangler Screamer Axle Back

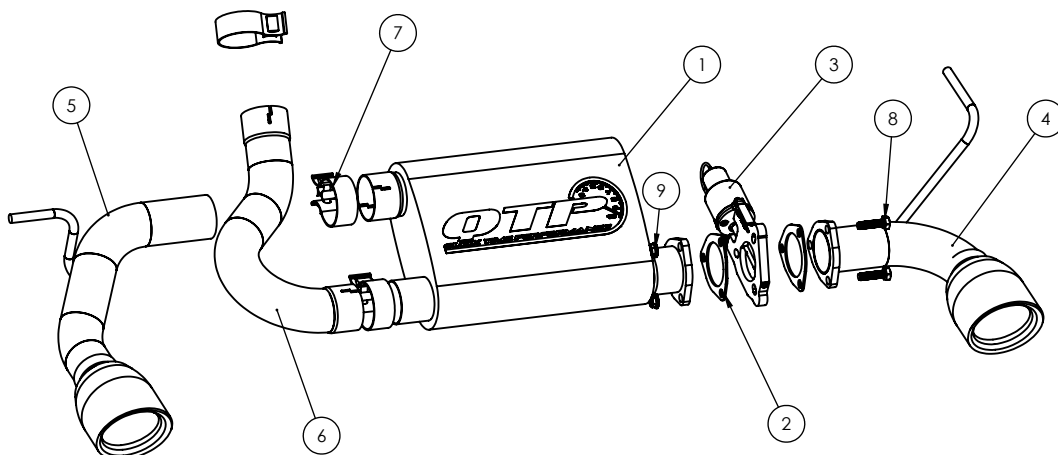


**Caution! Never work on a hot exhaust system. Burns or other serious injuries can result. Always allow the exhaust system to cool before removal. Always consult vehicle manual for proper lifting and support guidelines. Always wear approved safety glasses when working. Serious injury or death can result if safety precautions are not followed.**

#### TECHNICAL SUPPORT LINE

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ITEM NO.	DESCRIPTION	QTY.
1	JEEP SCREAMER MUFFLER	1
2	2.5" 3 BOLT GASKET	2
3	2.5" ELECTRIC CUTOUT	1
4	RIGHT TIP ASSEMBLY	1
5	LEFT TIP ASSEMBLY	1
6	INLET TUBE	1
7	2.5 TORCA ACCUSEAL CLAMP	3
8	CUTOUT BOLT	3
9	CUTOUT NUT	3

#### Removal of factory exhaust

- Raise and support the vehicle
- Loosen the factory band clamp that connects the over axle pipe to the factory muffler
- Spray the factory exhaust hangers with spray lubricant and remove from rubber isolators
- Remove factory muffler assembly from vehicle

#### Installing new exhaust

- Bolt the electric cutout, gaskets, and right tip assembly to the muffler as shown in the diagram. At this point, only snug the bolts down
- Slide the inlet pipe onto the factory over axle pipe with a band clamp. Snug the clamp up but do not fully tighten it yet
- Slide another band clamp onto the other end of the inlet pipe. Slide the muffler and tip assembly into the inlet pipe and insert the right side hanger into the rubber isolator.
- Using the final band clamp install the left tip assembly into the muffler and slip the hanger into the left side isolator.
- Align and position the exhaust tips. Fully tighten all clamps and the three cutout bolts.

#### 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.

#### 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.

Note: After initial startup a small trace of smoke may be visible from the exhaust, do not be concerned. This is from residual oils left in the tube from the manufacturing process and will dissipate quickly.

Quick Time Performance recommends professional installation on all of our products.

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