

# Installation Instructions

**PART# 520511**

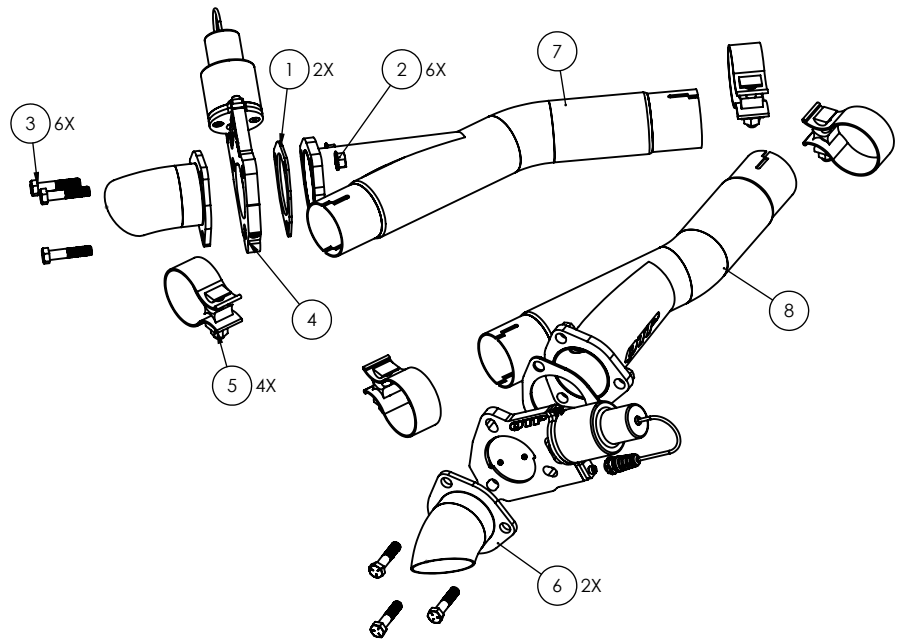
**2011+ Dodge Durango R/T 5.7L**

**Aggressor Cutout Pipe**



**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 the 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	2.5" 3 BOLT GASKET	2
2	3/8-16 SERRATED FLANGE NUT	6
3	3/8-16 x 1.75" HEX BOLT	6
4	2.5" ELECTRIC CUTOUT	2
5	2.25 TORCA ACCUSEAL CLAMP	4
6	2.5" UNIVERSAL TURN DOWN	2
7	LEFT AGGRESSOR ASSEMBLY	1
8	RIGHT AGGRESSOR ASSEMBLY	1
9	2.50 CAP (NOT SHOWN)	2



## Removal of factory equipment:

*Note the locations for the stock tips. When the tailpipes are cut they will loose their location and will need to be re-adjusted*

**Step 1:** Raise and safely support the vehicle. Note the locations for the stock tips, when the tailpipe is cut they will loose their location and will need to be re-adjusted Find the rubber dampers on the factory exhaust near the rear CV axles.

**Step 2:** Measure from the front side of the welded rubber damper towards the rear of the vehicle and mark with a permanent marker. Drivers side 4.5 inches and Passenger side 5.0 Inches. These marks will be your cut lines.

**Step 3:** Mark a dotted line 2 inches off the line just marked towards the rear of the vehicle. Hold up the respective Aggressor Cutout Pipe to the existing exhaust pipe with the cutout towards the rear of the vehicle. Place the end of the pipe with the dotted line and mark a dotted line at the opposite end of the Aggressor Cutout Pipe.

**Step 4:** Measure 2 inches towards the rear of the vehicle and mark a solid line.

**Step 5:** Safely cut the factory exhaust at the two solid lines. the dotted lines will be used to adjust slip over during installation.

**Step 6:** De-Burr the 4 cut edges of the factory system with a file to allow the new system to slip over during installation.

## Installation of New Exhaust:

**Step 1:** Slide 2.25" Torca Accuseal clamp onto the factory tailpipes. One clamp for each cut location on the factory system.

**Step 2:** Slide the cutout end of the Aggressor Cutout Pipe onto the rear section of the tailpipe then Onto the front section of the tailpipe. reference the dotted lines on each pipe to adjust the slip over for each Cutout Pipe.

**Step 3:** Snug the clamps on the Aggressor Cutout Pipes but do not tighten all the way. Install clamps at the edge of the pipe with the bolt 90 degrees from the notch.

**Step 4:** Install the 2.50" gasket, QTEC25 Electric Cutout Valve and 11250 Adjustable turndown with the provided hardware. Only between the Flange and QTEC25 a gasket is needed. The motor housing on the valve will point towards the lower control arm on each side, reference the pictures for correct valve orientation.

**Step 5:** With the tip propped up or held by another person in location fully tighten the two Torca Accuseal clamps for the respective



**Image A:** Cut Locations, measure rear cut, hold up and trace front cut



**Image B:** Measure 1st cut



**Image C:** Trace 2nd cut



**Image D:** Install rear first



**Image E:** Valves and Turndowns installed viewed from rear  
*Note motor housing location on install.*



**Image F:** Full install viewed from underneath

## 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 the 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 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

- Check & re-torque ALL clamps after 50 miles miles of your new install.
- 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 disipate quickly.

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