

Installation Instructions

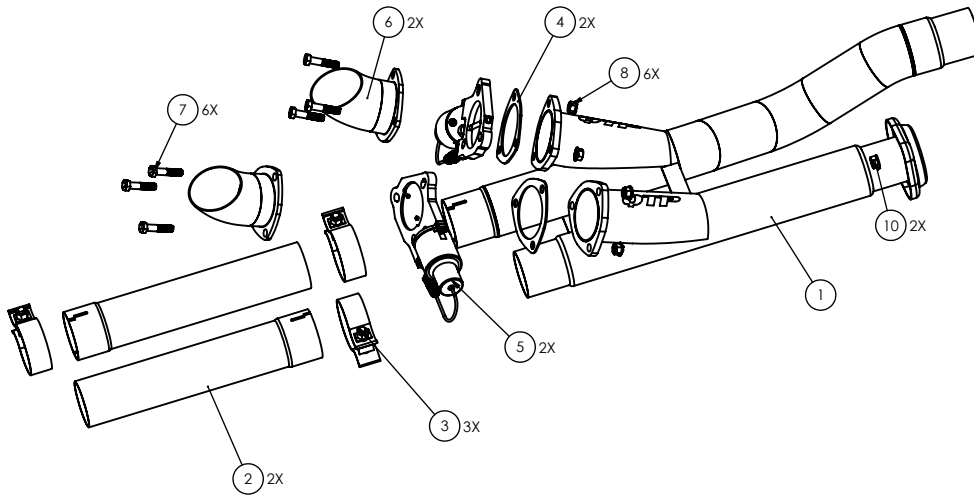
PART# 540117

2017+ Ford F150 Raptor EC/CC

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 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	AGGRESSOR ASSEMBLY	1
2	EXTENSION TUBE	2
3	2.75 TORCA ACCUSEAL CLAMP	3
4	3.00 GASKET	2
5	3.00 IN ELECTRIC CUTOUT	2
6	3.00 UNIVERSAL TURN DOWN	2
7	3/8-16 x 1.75" HEX BOLT	6
8	3/8-16 SERRATED FLANGE NUT	6
9	3.00 CAP (NOT SHOWN)	2
10	M10 x 1.5 PREVAILING TORQUE FLANGE NUT	2

Removal of factory equipment:

Step 1: Raise and support Vehicle. At the front of the factory resonator pipe, loosen the passenger side coupler clamp and remove the two bolts from the two botl flange. See Image A. (save the botls)

Step 2: At the other end of the factory resonator pipe loosen the factory accuseal clamp and the other coupler clamp (See Image B). Using a flat blade screwdriver or other small pry tool, lift the lock tang on the coupler clamps and slide them out of the way.

Step 3: With all the clamps undone and the downpipe flange unbolted, the resonator pipe is now free to be removed. Slide the factory exhaust towards the rear of the vehicle and remove the factory resonator pipe. Save both the coupler clamps.

Installation of new exhaust:

NOTE: The installation is different depending on vehicle configuration:

133" Wheelbase Trucks DO NOT use the 2 extension tubes (Item #2) and will only need 1 accuseal clamp (Item #3)

145" Wheelbase Trucks will use the two extension tubes and will need 3 accuseal clamps

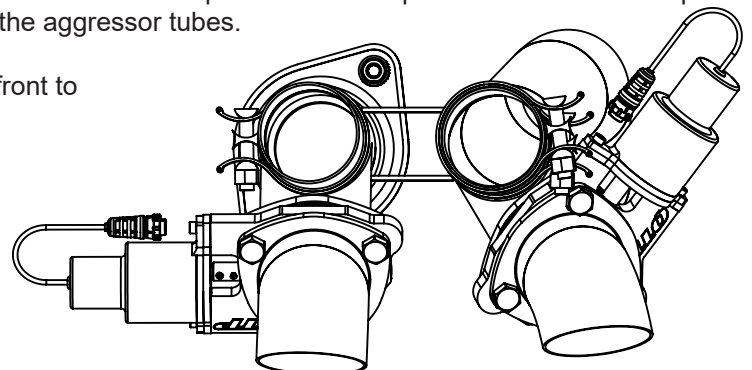
Step 4: Reinstall one of the factory coupler clamps back onto the factory downpipe. Slide the aggressor assembly into the coupler clamp and line the flange up with the factory downpipe flange. Loosely position the flange with the 2 factory bolts and supplied M10 flange nuts (item #10). Do not fully tighten the clamp or flange at this time.

Step 5 (145" WB ONLY): Place a accuseal clamp over each outlet of the aggressor assembly. Slide an extension tube onto each side of the aggressor tube (Refrence diagram for orientation) do not tighten the clamps at this time

Step 6: Slide the other factory coupler clamp onto the driver side exhaust tube and place one of the provided accuseal clamps onto the passenger side tube. Slide the factory muffler tubes into the aggressor tubes.

Step 7: Finalize the position of the aggressor assembly and from front to back tighten all clamps and the downpipe flange.

Step 8: Bolt the electric cutouts and turndowns to the aggressor assembly using the supplied bolts, gaskets, and nuts. Position the valves as shown:



Proper Valve Position

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

- Check & re-torque ALL clamps after 50 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.



Image A:
Front clamp location
and orientation



Image B
Rear clamp location
and orientation



Image C
Cutout and Turndown
orientation

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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- Leakage

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Questions?

Quick Time Performance Technical Team is available Monday through Friday (9AM-4PM eastern time) at (973) 513-9955 or via email at: tech@quicktimeperformance.com