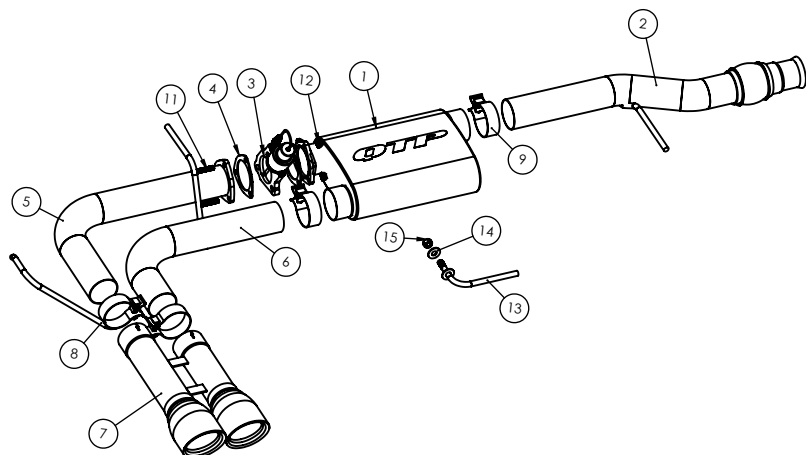


Installation Instructions
PART# 410014 / 410014B
2014 - 2018 Silverado - Sierra
Screamer Side Exit



Made in the USA

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	3" SCREAMER MUFFLER NOTCHED	1
2	INLET TUBE ASSEMBLY	1
3	3.00 IN ELECTRIC CUTOUT	1
4	3.00 GASKET	2
5	FLANGED OUT TUBE ASSEMBLY	1
6	SHORT EXIT TUBE ASSEMBLY	1
7	TIP ASSEMBLY	1
8	CLAMP HANGER	1
9	3.00 TORCA ACCUSEAL CLAMP	3
10	3.00 3-BOLT FLANGE	1
11	M10 x 1.5 x 50MM HEX BOLT	3
12	M10 x 1.5 SERRATED FLANGE NUT	3
13	BOLT IN HANGER ASSEMBLY	1
14	STAINLESS 1/2 FLAT WASHER	1
15	1/2-13 STAINLESS FLANGE NUT	1

Removal of factory exhaust

- Raise and support the vehicle, disconnect positive battery lead.
- Loosen the front clamp where the factory exhaust meets the catalytic converter. Save this clamp for reinstallation.
- Remove the factory exhaust hangers from the rubber isolators. Once removed lower the factory exhaust system from under the vehicle.

Installing new exhaust

- Locate the hole in the bed crossmember (Image A).
- Install the bolt in hanger facing the passenger side, through this hole and secure using the supplied washer and nut.
- There are 2 factory rubber isolators before the rear axle, remove the driver side isolator from its factory location and install it on the bolt in hanger. (Image B).
- Preassemble the outlet tubes and tip assembly as shown in the diagram and Image C, do not fully tighten the clamps at this time.
- Install the inlet tube by placing the flared end over the factory cat connection and inserting the hanger into the factory isolator. Snug the factory clamp but do not fully tighten at this time. Slide the remaining band clamp over the end of the inlet pipe.
- Lift the muffler and tip assembly into position. Insert the welded middle hanger into the isolator bolted to the bed frame in the earlier step. Insert the clamp on hanger into the factory isolator before the rear axle.
- Align the exhaust tips and starting from the front of the vehicle fully tighten all clamps.



Image A

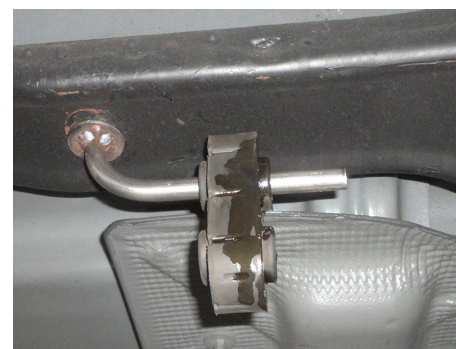


Image B



Image C

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

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.

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.

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Quick Time Performance Inc. provides a limited warranty against defects in materials and workmanship for a period of 90 days from date of sale to the original purchaser. Upon inspection and verification of warranty, Quick Time Performance will, at its option, repair or replace products, which prove to be defective.

Exclusions & Limitations

- Any product, which has been subjected to abuse, accident, alteration, neglected maintenance or improper installation, renders the product warranty null and void.
- Conditions resulting from acts of nature, weather, criminal activity or accidents are subject to adjustment under the product warranty.
- Shipping and handling charges are the responsibility of the end user and are not covered by warranty.
- Any and all labor charges that may be incurred for the removal and or replacement of any covered component or the purpose of affecting this warranty are the sole responsibility of the consumer.
- Leakage

Return Policy

Quick Time Performance Inc. will not accept shipments without prior authorization. In the event it is necessary to return an unused product within 30 days, a return of goods authorization must be obtained from Quick Time Performance Inc. A letter of explanation should be included in the package as well as an invoice or receipt.

Questions

Quick Time Performance Technical Team is available Monday through Friday (9am-4pm eastern time) at (864) 913-1999 or via email at: sales@quicktimeperformance.com