

Installation Instructions

PART# 427218 / 427218B

**2018 - 2021 Jeep Grand Cherokee Trackhawk
Screamer**



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	X-Pipe Assembly	1
2	LEFT INLET ASSEMBLY	1
3	RIGHT INLET TUBE ASSEMBLY	1
4	LEFT INTERMEDIATE TUBE	1
5	RIGHT INTERMEDIATE PIPE ASSEMBLY	1
6	LEFT MUFFLER ASSEMBLY	1
7	RIGHT MUFFLER ASSEMBLY	1
8	3.00 GASKET	4
9	3.00 IN ELECTRIC CUTOUT	2
10	LEFT TIP ASSEMBLY	1
11	RIGHT TIP ASSEMBLY	1
12	M10 x 1.5 x 50MM HEX BOLT	6
13	M10 x 1.5 SERRATED FLANGE NUT	6
14	3.00 TORCA ACCUSEAL CLAMP	6
15	M10 x 1.5 x 80MM FLANGE BOLT	4
16	SPACER	4

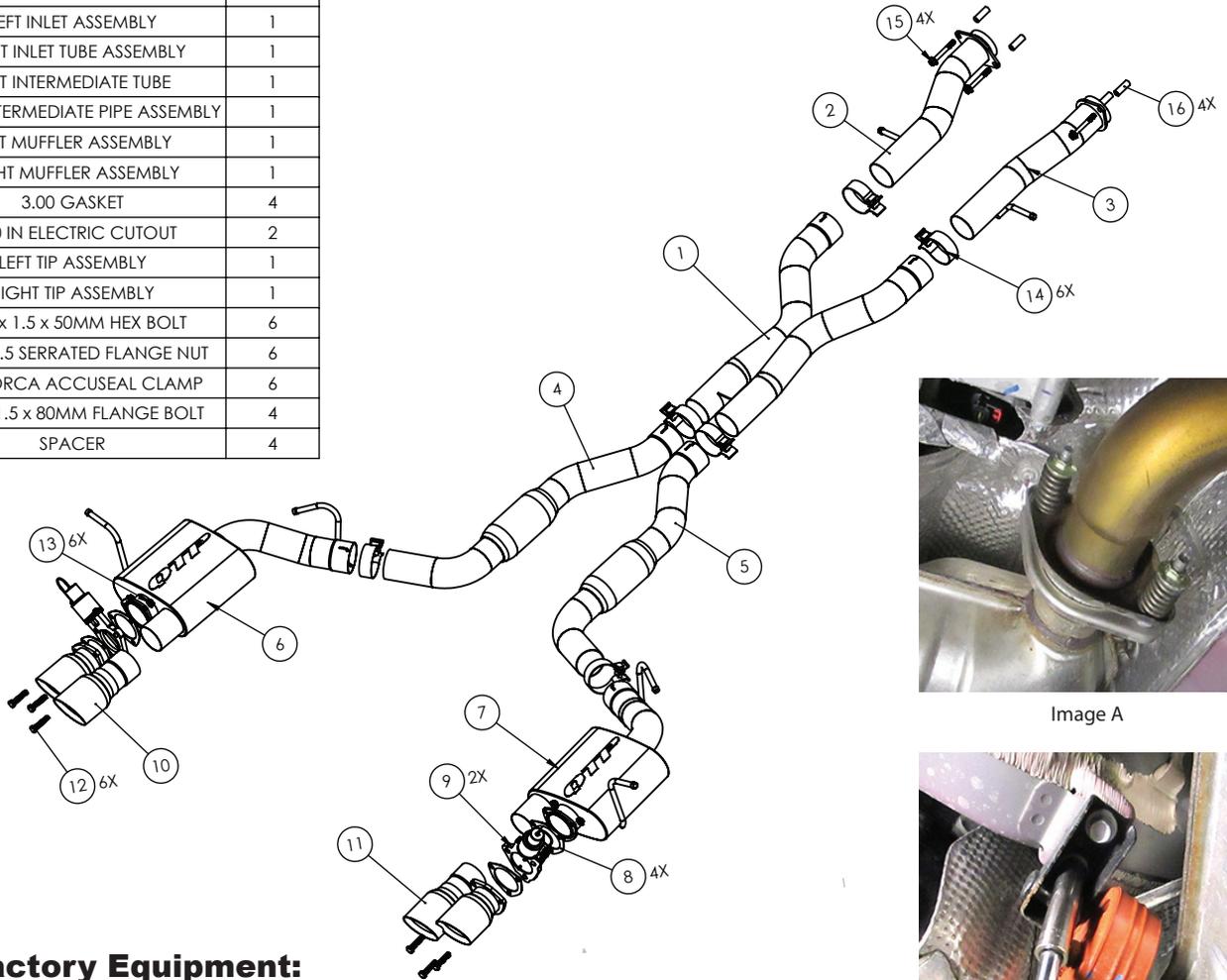


Image A



Image B



Image C

Removal of Factory Equipment:

Step 1: Raise and support Vehicle. Start by removing the 4 spring nuts at the front of the exhaust System. Save the spring nuts for installation of your new exhaust. (Image A.)

Step 2: Loosen the clamp for the left rear muffler and separate the muffler from the intermediate pipe

Step 3: Mark the location and orientation of the two center muffler hangers, then unbolt the hangers from the frame. Save the bolts (Image B). Unhook the ground strap at the right rear muffler (Image C.)

Step 4: Lubricate the rest of the stock hangers with spray lubricant, remove the hangers from the stock rubber isolators and remove the exhaust system from the vehicle. Once out of the vehicle, remove the isolators from the stock center muffler.

Installation of New Exhaust

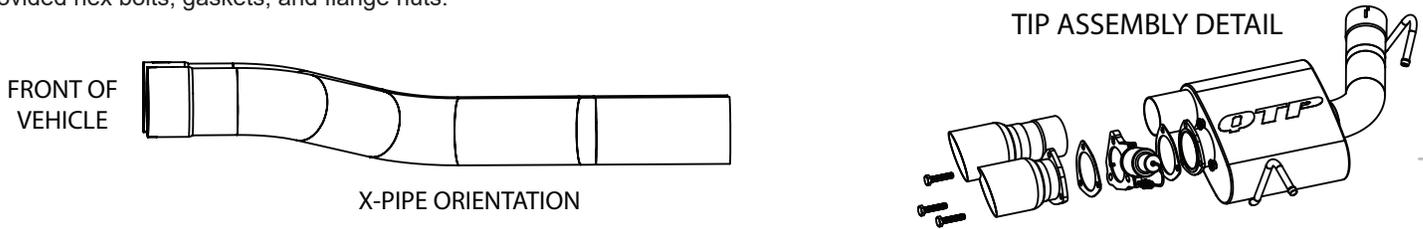
Step 5: Bolt the center isolators back into the vehicle in the same position and orientation from which they were removed.

Step 6: Slide the hanger for the left inlet assembly into the left center isolator. Loosely bolt the inlet assembly to the factory cat pipe using the supplied long flange bolt, spacer, and factory spring nuts. (images D + E). Repeat for right side. Do not tighten spring nuts, allow flange to swivel.

Step 7: Slide a 3.00" accuseal clamp into each expanded end of the x-pipe. Slide the x-pipe onto the inlet pipes (Image F). Note when oriented properly, the x pipe will step DOWN from the inlet tubes to the center of the vehicle.

Step 8: Slip another accuseal clamp onto the expanded end of the left intermediate pipe and slip the intermediate pipe onto the left side of the x-pipe. Repeat for right side. (Image G).

Step 9: Assemble the muffler and tip assemblies. Orient the cutout valves as shown in the diagram. Secure the tips to the mufflers using the provided hex bolts, gaskets, and flange nuts.



Step 10: Spray the hanges of the left muffler and tip assembly with spray lubricant. Slide the muffler hanger into the outboard factory rubber isolator. Slide an accuseal clamp onto the muffler inlet and slide the muffler inlet onto the intermediate tube. Spray the intermediate muffler hanger with spray lubricant and slip it into the factory rubber isolator. (Image H.) Repeat for Right side. (Image J)

Step 11: Rehook the ground strap at the right rear muffler (Image H)

Step 12: With everything installed adjust the tubes for proper tip placement and clearance. Once properly positioned tighten all clamps, and the front spring nuts. When tightening the spring nuts on the front flanges, ensure to alternate bolts so the flange tightens down evenly. Start at the front of the vehicle and work backwards.



Image D



Image E



Image F



Image G



Image H



Image J



Image K

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 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.

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 (864) 913-1999 or via email at: sales@quicktimeperformance.com