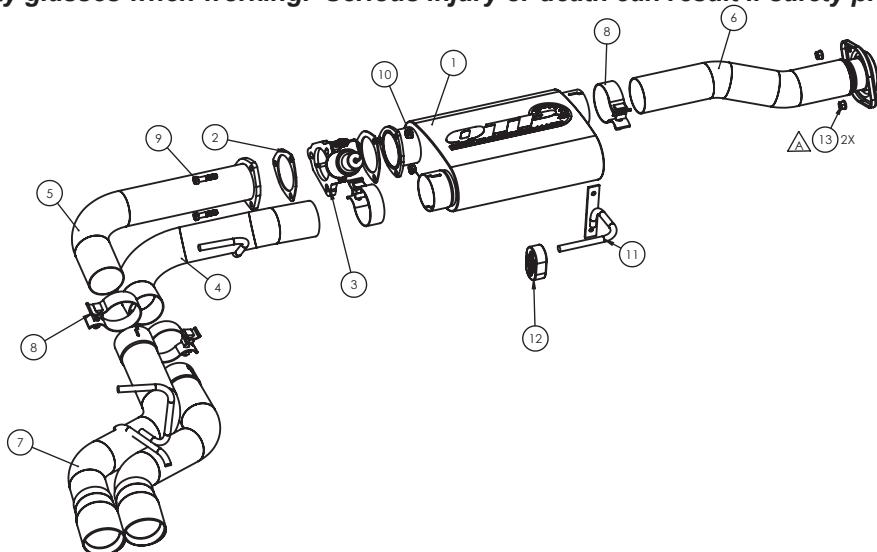


Installation Instructions
PART# 440015 / 440015B
2015 - 2021 Ford F150 145" Wheelbase
Screamer Exhaust System



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	3.00 SCREAMER MUFFLER NOTCHED	1
2	3.00 GASKET	2
3	3.00 IN ELECTRIC CUTOUT	1
4	RIGHT EXIT TUBE ASSEMBLY	1
5	LEFT EXIT TUBE ASSEMBLY	1
6	INLET TUBE ASSEMBLY	1
7	TIP ASSEMBLY	1
8	3.00 TORCA ACCUSEAL CLAMP	4
9	3/8-16 x 1.75" HEX BOLT	3
10	3/8-16 SERRATED FLANGE NUT	3
11	BOLT IN HANGER ASSEMBLY	1
12	EXHAUST ISOLATOR	1
13	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, Remove the two bolts from the two bolt flange. See Image A. **(save the bolts)**

Step 2: At the other end of the factory resonator pipe loosen the factory accuseal clamp (See Image B). Push the muffler flex joint back and remove the resonator pipe.

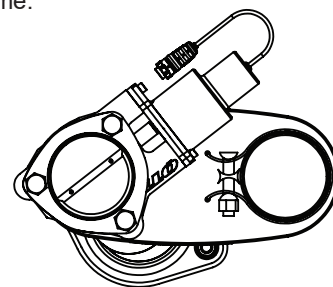
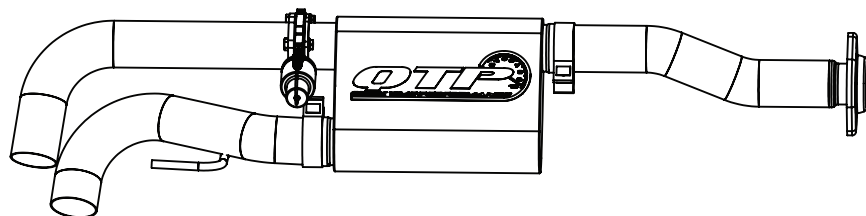
Step 3: Spray the four factory hangers with a spray lubricant. Push the factory muffler and tailpipe towards the rear of the vehicle to free the hangers. Once off the hangers, remove the muffler/tailpipe assembly from the vehicle.

Installation of New Exhaust:

Step 4: There are two hanger brackets bolted to the right side framerail, Unbolt the foward most bracket (Image C) and discard the bracket. **Save the bolts.** Using a flat blade screwdriver remove the clip in nuts from the framerail and save (image D).

Step 5: Locate the holes on the outside edge of the right framerail just above the front leaf spring mount (image E). Install the clip in nuts from step 5 in this location (Image F). With the clip nuts in place secure supplied bolt in hanger assembly to the framerail using the bolts removed in step 4. Orient the bracket as shown in Image G.

Step 6: Pre assemble the muffler, inlet tube, cutout valve, and exit tubes as shown in the diagram and below. Be sure to orient the valve as shown using a supplied gasket on both sides of the valve. Only snug the cutout bolts and clamps at this time.



Step 7: Place the inlet tube over the front crossmember and slide the hanger on the right exit tube into the factory mount on the framerail. Loosely secure the flange to the factory cat pipe using the factory bolts and supplied prevailing torque nuts (Item 13). (Image H)

Step 8: Slide an accuseal clamp onto each end of the tip assembly. Slide the tip assembly over the exit tubes and slide the hanger into the supplied rubber isolator on the bolt in hanger. (Image I)

Step 8: Adjust the inlet tube so the flange is clocked as shown in image J. Adjust and align the tips then tighten the 2 bolt flange, 3 cutout bolts and all band clamps.

Wiring the cutout:

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.



Image A:



Image B



Image C



Image D



Image E



Image F



Image G



Image H



Image I



Image J

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 visable from the exhaust, do not be concerend. This is from residual oils left in the tube from the manufacturing process and will disipate quickly.

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

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- Shipping and handling charges are the responsibility of the end user and are not covered by warranty.
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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