

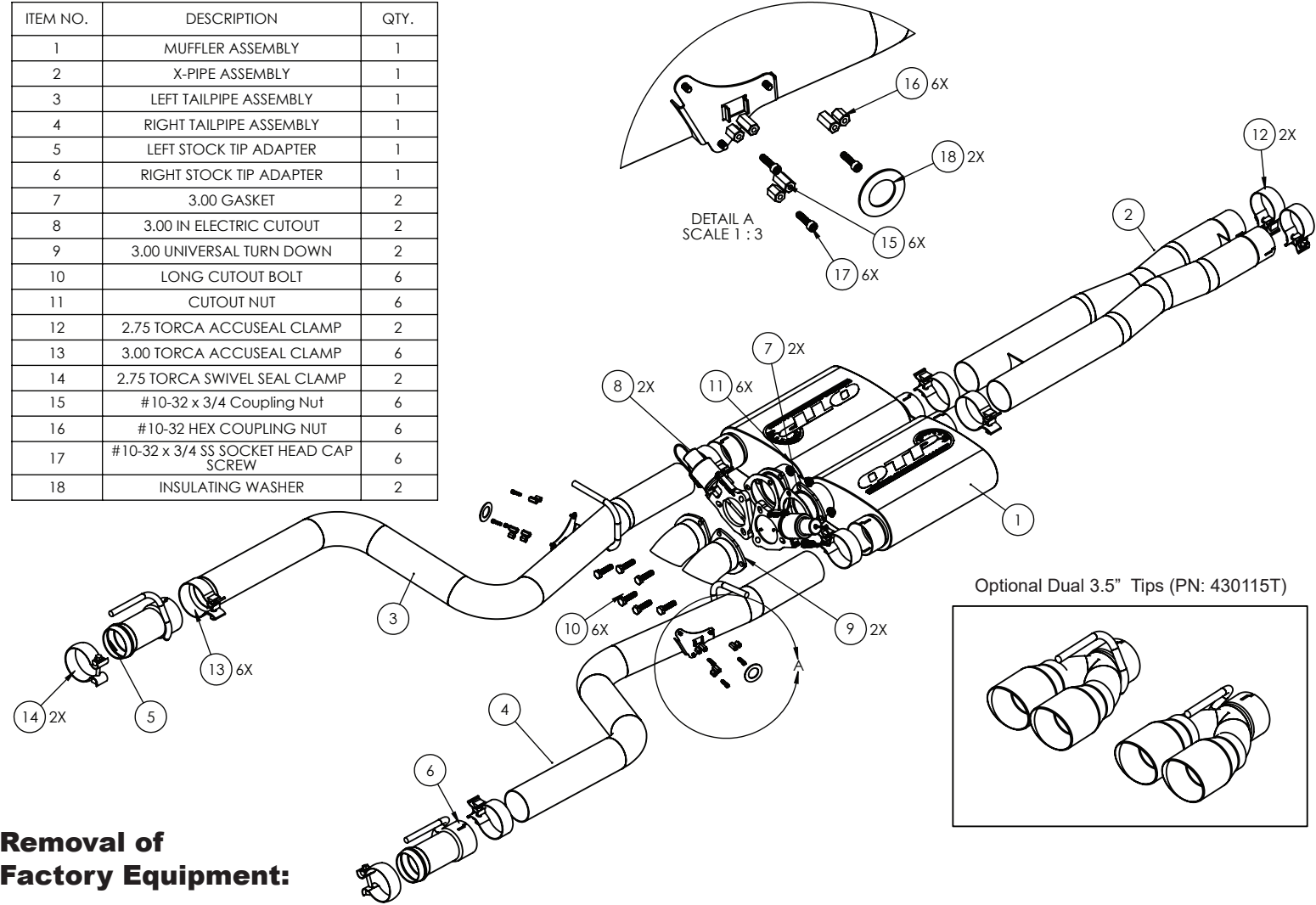
Installation Instructions
PART# 430115
2015 - 2021 Dodge Challenger 6.2/6.4L
Screamer Exhaust System



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	MUFFLER ASSEMBLY	1
2	X-PIPE ASSEMBLY	1
3	LEFT TAILPIPE ASSEMBLY	1
4	RIGHT TAILPIPE ASSEMBLY	1
5	LEFT STOCK TIP ADAPTER	1
6	RIGHT STOCK TIP ADAPTER	1
7	3.00 GASKET	2
8	3.00 IN ELECTRIC CUTOUT	2
9	3.00 UNIVERSAL TURN DOWN	2
10	LONG CUTOUT BOLT	6
11	CUTOUT NUT	6
12	2.75 TORCA ACCUSEAL CLAMP	2
13	3.00 TORCA ACCUSEAL CLAMP	6
14	2.75 TORCA SWIVEL SEAL CLAMP	2
15	#10-32 x 3/4 Coupling Nut	6
16	#10-32 HEX COUPLING NUT	6
17	#10-32 x 3/4 SS SOCKET HEAD CAP SCREW	6
18	INSULATING WASHER	2



Removal of
Factory Equipment:

- Step 1:** Raise and support Vehicle. Loosen the two accuseal clamps where the factory cat pipes meet the factory x-pipe. (Image A.)
- Step 2:** Release the power connector going to each active exhaust motor, then unclip the valve harness from the hanger bracket. (Images B & C) Remove the three nuts on each motor and remove the motor. Be sure to mark the motors left and right as they must be reinstalled on the same side. **SAVE THE MOTORS AND ACUATOR SPRINGS.**
- Step 3:** Unbolt the factory hangers from the chassis. There are 2 hangers per side. The Rear hangers are over the top of the tips (Image D). Note the hanger locations as they will be reinstalled on the new exhaust. With all hangers unbolted remove the factory exhaust from the vehicle.

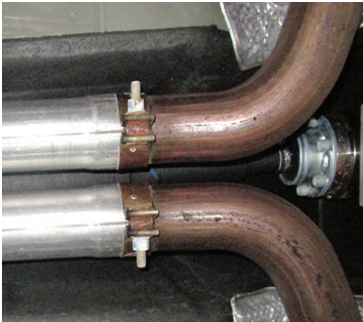


Image A

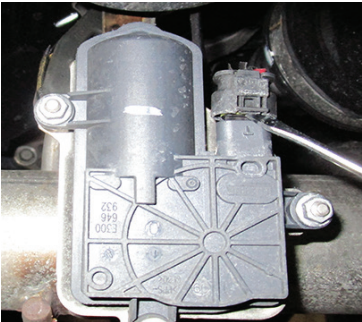


Image B



Image C

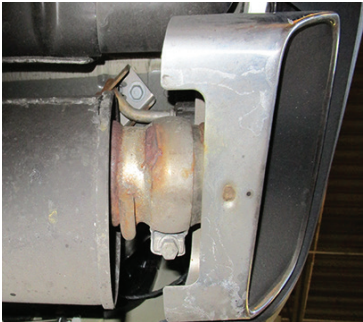


Image D

Installation of New Exhaust

Step 4: Pre-assemble mufflers by bolting the electric cutouts and turndowns to the mufflers using the supplied bolts and gaskets. Position the valves as shown in image E. Note the gasket goes between the valve and the muffler, there is no gasket between the valve and turndown.

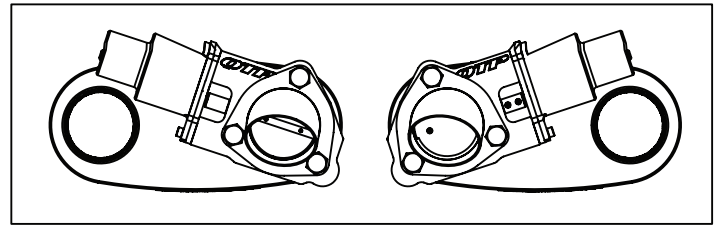


Image E

Step 5: Place a 2.75" accuseal clamp onto each reduced end of the x-pipe and slide the x pipe onto the factory cat pipes. Do not tighten the clamps at this time. (Image F)

Step 6: Place a 3.00" accuseal clamp on the expanded inlet ends of each muffler and slide the muffler assembly onto the x-pipe. Do not tighten the clamps at this time. (Image G)

Step 7: Using a spray lubricant, remove the factory front rubber isolators from the factory exhaust and transfer them to the new tailpipe assemblies **keeping them in the same locations and orientations**.

Step 8: Place a 3.00" accuseal clamp onto the outlet of each muffler and slide the tailpipe assembly into the muffler. Bolt the hangers back to the vehicle. Repeat this process for the other side. Do not tighten the clamps. (Image H)

Step 8 : (NOTE: If using the optional dual tips skip this step). Using spray lubricant remove the rear hangers from the factory exhaust and slide them onto thier respective stock tip adapters. Make sure to transfer the ground strap on the right rear. (Image J). Slide a 3.00" accuseal clamp onto the stock tip adpter and slide the adapter onto the tailpipe and Bolt the hanger back to the vehicle. (Image K) Unbolt the factory tip from the factory exhaust and secure it to the new system using the supplied swivel seal clamp. (Image L).

Dual 3.5" Tip Option (PN: 430115T): If using the optional Dual exhaust tips, do not install the stock tip adapters. Using spray lubricant remove the rear hangers from the factory exhaust and slide them onto thier respective tips. Make sure to transfer the ground strap on the right rear. (Image M). Slide a 3.00" accuseal clamp onto the tip and slide onto the tailpipe. Bolt the hanger back to the vehicle. (Image N)

Step 9: Adjust the exhaust so that the tips are centered in the valence opening and level out the mufflers. Starting at the front of the vehicle and working towards the back tighten all clamps.

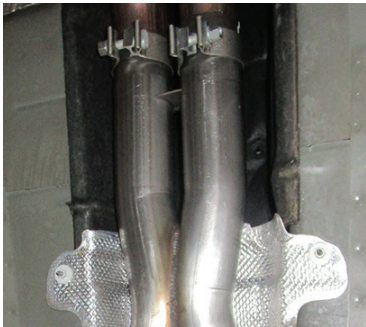


Image F

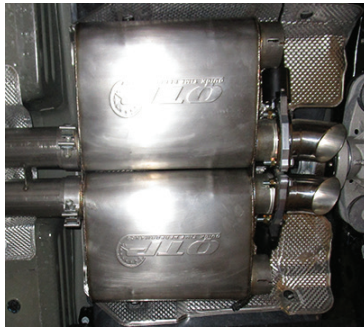


Image G



Image H



Image J



Image K



Image L



Image M



Image N

Installing the Exhaust Valve Simulators:

NOTE: These steps must be carefully followed, failure to properly install the factor motors onto the exhaust valve simulator brackets will throw a check engine light.

Step 9: Identify which actuator spring your vehicle has. The short spring will use the shorter (1/2") long standoff, while the longer spring will use the longer (3/4") long standoff. (Image O)

Step 10: Using threadlocker, screw an appropriate length standoff onto each of the studs of on the valve simulator bracket and tighten. Then place an insulating washer over the stop tangs on the bracket. (See assembly diagram)

Step 11: IMPORTANT Ensure that the actuator springs are properly oriented. When looking at the spring the open end of the spring (highlighted red) should point up. If it does not simply unsnap the spring and rotate it 180 degrees and snap it back into the motor. (Image P)

Step 12 : Install the motors onto the brackets by placing the flats of the actuator spring against the stop tangs on the bracket. Rotate the motor by hand until the bolt bosses line up with the bracket standoffs. Secure the motor to the standoffs with the bolts provided. Be sure to use threadlocker on the bolts. NOTE: The bolt bosses on the motor are plastic and fragile, use caution when tightening the mounting bolts.

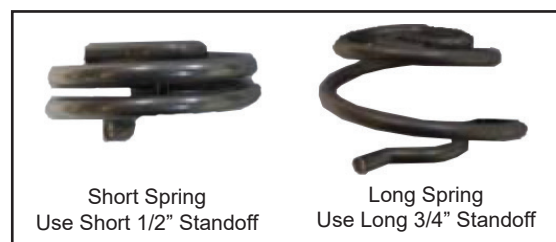


Image O

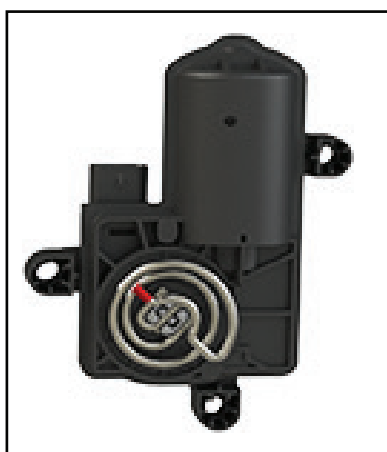
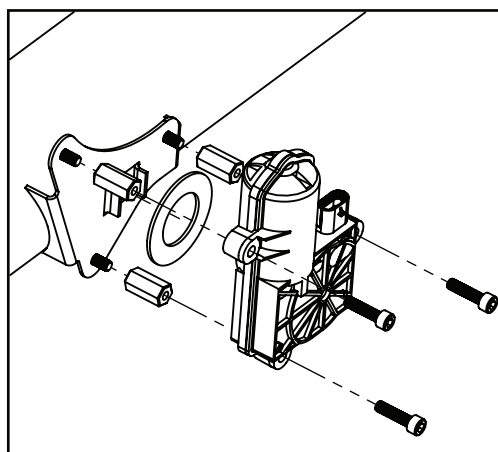


Image P



Assembly Diagram

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.

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

- 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.

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- 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

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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