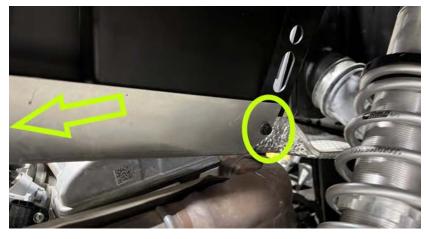
# XP1000 & General E-Valve Installation Instructions

Mostly similar for all years

#1 Lubricate all bolts being removed with WD-40 or a good penetrating lube. Lubricate the exhaust & muffler bolts at the manifold and flanges.

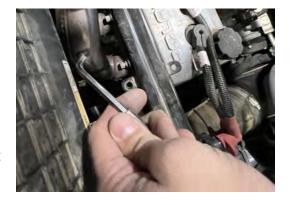
#2 With the bed either tilted back (Generals) Or the bed acces cover removed, Remove all of the factory heat shields to gain access to the exhaust manifold. The heat shields are easiest removed with a ratcheting wrench.





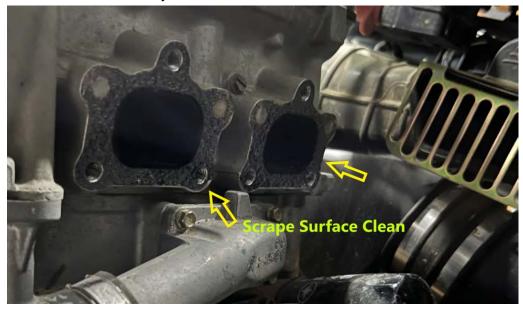
#3 Unplug and remove the factory O2 sensor

#4 It is best to loosen all bolts, and then remove them. A cut down 6mm allen is the best to use for the tight to reach bolts. Starting with the manifold remove all but 2 bolts. Moving onto the muffler, loosening both flange bolts, leaving the top one in. At this time you can hold the exhaust up, and lastly remove the remaining bolts by hand. You will want to use a razor blade to scrape any residual exhaust gasket material from the cylinder head.



#### #5 RE-INSTALLATION

- Use loctite on all bolts and nuts
- Reuse all heat shields you are able to re use
- No heat shield will go on the new exhaust itself.
- Re-install your O2 sensor

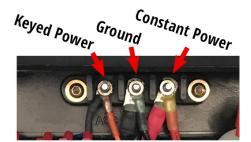


#### WIRING THE E-VALVE DOWNPIPE

#6 Remove the 10 amp fuse in the fuse holder until after installation. Wiring can be connected differently per vehicle, if the E-Valve is to open under keyed power only or anytime. For most uses you wire wire E-Valve Red wire to keyed power and E-Valve Black wire to ground.

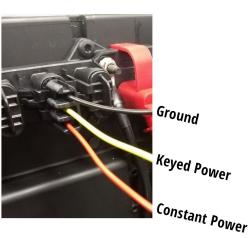
#7

**IF YOU HAVE A FACTORY BUSS BAR** Under the front of the hood is the busbar similar to the graphic. From inside the cab run your power wires through the firewall gasket towards the busbar. You will wire the red to the 12v keyed power source, and the black to ground.



## IF YOU HAVE & ARE USING A PLUG & PLAY ACCESSORY

**BAR** with an optional harness you can connect to your factory plug and play Pulse Bar under the center dash. You will cut and splice our E-valve harness AFTER THE FUSE and use the supplied wiring and plug to then power the unit. Snip and Cap unused yellow or red pulse bar adapter wire.



#8 Carefully and out of the way of obstructions route the wire to the back of the car through the center consuls. Do not secure or zip tie the wires in place yet.

#9. Plug and route the wire through the coated wire clamp mounted to the motor. At this time begin securing wires to the car from the back towards the front leaving slack as the motor flex's in the chassis. Once to the center console area, work from the front of the car towards the back meeting in the center council area again. You will have excess wire, this will be neatly wrapped in a circle, then secured under the center console, out of harm's way.



#10 Using the PVC coated wire clamp, secure the wire at the plug to the e-valve motor. Depending on your model you will place this clamp under the 10mm bolt head, or on top.



# #11 With the supplied heat wrap, cover the wire nearest to the factory exhaust with the heat wrap.

## #12

Choose which location you want your switch. Install the switch harness from the back through the dash, then plug in your switch and push the switch into place. Loop the excess wire and secure it under the dash out of harm's way.





#13 Verify you have a 10 amp fuse in your fuse holder, key on the power, and test your valve for operation! Wipe the exhaust clean to prevent any stains during its first warm up and enjoy!