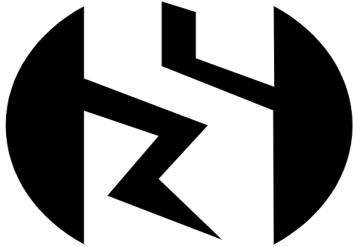




2020+ Challenger Full length Install Instructions

STOCK EXHAUST SYSTEM REMOVAL

1. Remove both saddle bags using a 6mm Allen and keep the bolt hardware for later use
2. Loosen and remove all heat shield clamps on the front and rear primaries and lower shield along with left side muffler shield
3. Remove the two 8mm floorboard bolts and carefully sit the board down on the ground you should have enough brake line to do so.
4. Loosen the 15mm nuts on the mufflers, The Antenna will need to also be removed to allow access to the 13mm bolts that hold the left & right mufflers at the rear you will reuse two of these later. Remove both mufflers.
5. Now loosen the V band clamp that holds the cat to the primary's using a 5mm Allen after its loose pinch the clamp together and the clamp with pull apart allowing you to slide the clamp over to the left allowing the Catalytic converter to be free.
6. Remove two 13mm bolts that hold the Catalytic converter on. One on either side of the bike.
(be careful its heavy)
7. Remove all four of the 13mm flange bolts that hold the pipes to the motor. The rear bolt is best accessed from below the pipe with a ¼ ratchet and extension.
8. Now with the bolts removed you can slide the flanges down off the exhaust studs.
9. At this point you can carefully remove both of the o2 sensors and lay them aside carefully.
10. The front pipe should be able to move downwards and forward towards the radiator, then the rear pipe will release and the system should be ready to be completely removed. If you pull the pipe out towards you from the bottom rotating it up it should come out easy.

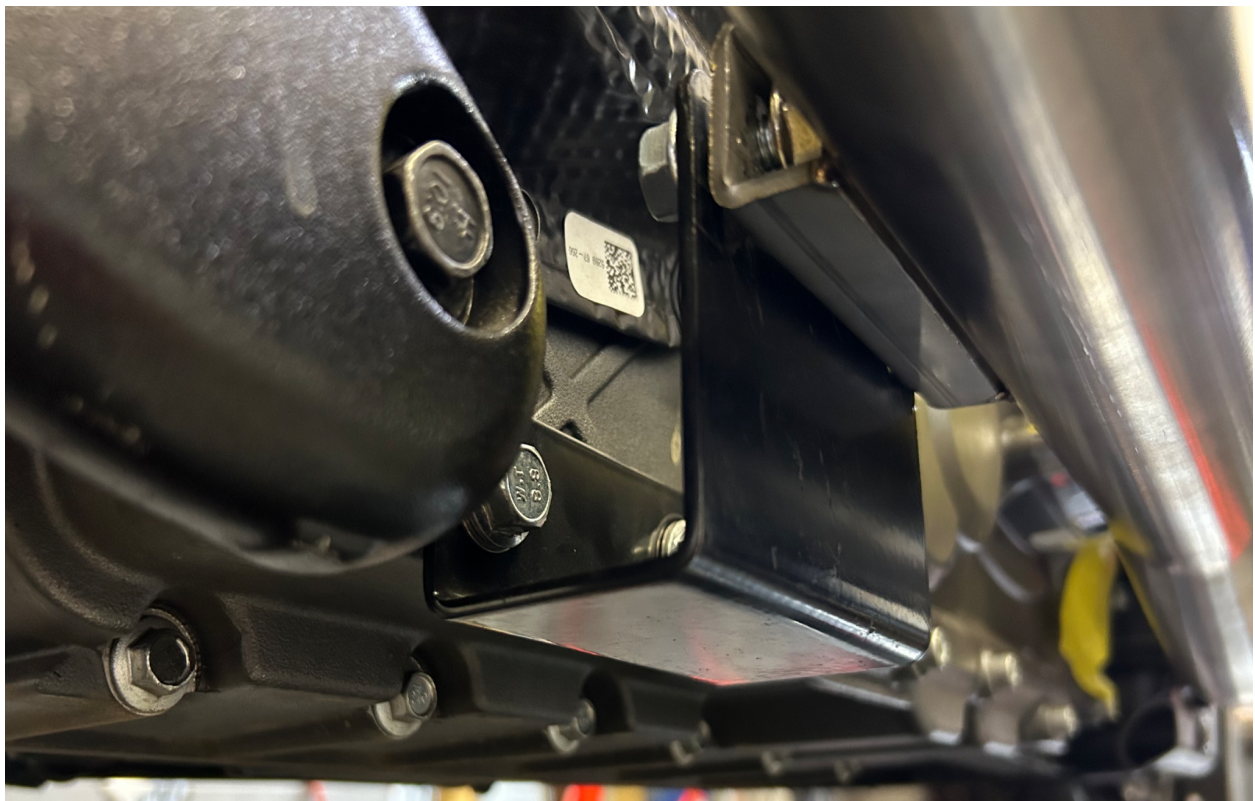
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SAWICKI SPEED

HIGH PERFORMANCE EXHAUST

SAWICKI EXHAUST SYSTEM INSTALL

1. Install your Supplied muffler hanger bracket. Using two of the OE muffler bolts you removed bolt it to the lower part of the engine case shown in the image below. keep it slightly loose



2. Install your M8 reducers along with your O2 sensors into the head pipes (good time to check the flange studs that they are tight in the head. The end of the studs have an Allen in them check these) then install the head pipes you will reuse the OEM exhaust gaskets, and your OE flange bolts snug the flange bolts down still allowing for the pipe to rotate.

3. Install both primary's. The bottom flange bolt on the rear pipe is easy accessed from the lower side if the pipe again using the ¼ ratchet

4. Take the supplied "Dog bone" tab with the welded nut and slide behind the front primary bracket. Now use the two supplied 5 1/16 bolts and washers and install them through the bracket and thread them into the Dog bone bracket. Also loosely tighten the bolts so the pipe will still move freely

5. Now install the muffler sliding them onto the primary's they should go on easy with little force twisting the muffler back and forth left and right. Don't bolt the muffler to the rear support at this point you will do that later when installing the bag supports.

6. Now tighten down the four 13mm flange bolts down to the OE torque spec of (15 ft lb) Then last you can tighten the two primary bracket bolts.

7. Now you can go back and tighten up the main bracket to the engine and also the bolts to the lower primary bracket

7. The pipe install is complete.

SADDLE BAG BRACKET & MUFFLER INSTALL

1. The Lower rubber supports need to be removed to allow for the brackets to be bolted to the bags. You will reuse the OE bolts on the install. Next install the front brackets onto your bags using the OE bolts and the supplied Nylon lock nuts, the brackets are the same no matter what side they go on. The rears are side specific and are labeled for you L&R. bolt all the bag brackets onto the bag first and hang your bag with the top bolts inside your bags and then bolt to the OE rear Exhaust mounts. ,keep the brackets loose for later adjustments. Install your bags reusing your OE Allen bolts and use the supplied nylon nuts to bolt the bag to the brackets.

2. Some adjustment may be required of the bags and the brackets after you install the bag onto the bike to get the correct angles. The bag lids should open and close with no binding. Your bag install is now complete.

- Note/On systems with billet end caps it's always good to go back after the first heat cycle and recheck the 3 Allen bolts that hold the tip to the muffler to make sure they are tight.

Supplied parts

- Six 5 1/16 x ¾ serrated flange bolts
- Four serrated flange nuts
- One " Dog bone " Tab/w welded nuts
- Two 5 1/16 flat washers
- Two M8 Reducers
- Eight 1/4-28 nylon lock nuts
- Two Front bag brackets L&R (same)

- One Left rear bag bracket
- One Right rear bag bracket
- One Exhaust hanger bracket

Checked by _____

NOTE: If you have coated pipes it is advised to make sure the inside of the collector muffler is free and clear of excess coating not allowing the primary pipes to slide together freely. A barrel sander or similar or sandpaper should do the job.