

Shifteck GT350 Resonator Delete X-Pipe Install Instructions

READ BEFORE BEGINNING INSTALLATION

Before you begin, you have a decision to make on your exhaust. The Shifteck X-pipe comes with a neck down section in the front of the pipe. You may elect to keep that part of the new x-pipe in-tact or remove it. If you remove the neck down section, you will get maximum airflow and maximum sound. If you leave the neck down section in-tact, you will see an increase in sound vs stock, however you will have a slightly more mellow tone vs removing that section, at the expense of some exhaust flow.

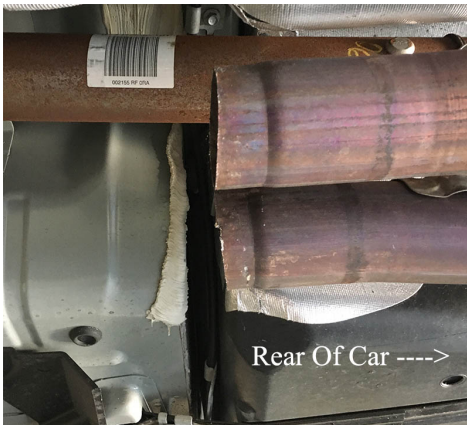
CFM of Airflow through the 28" Section of Exhaust that contains the X-pipe – measured @ 15" WC (~0.55psi):
Stock – 729cfm – Due to the factory X meeting at a 90 degree angle and having a significant restriction at the X
Shifteck w/ neck down – 747cfm – Smoother transition at the X meeting and less pipe restriction
Shifteck w/o neck down – 882 cfm – Maximum pipe area for airflow

Package Contents:

- (1) Resonator Delete X-Pipe
- (2) Stainless Steel Band Clamps
- (1) Instruction Sheet

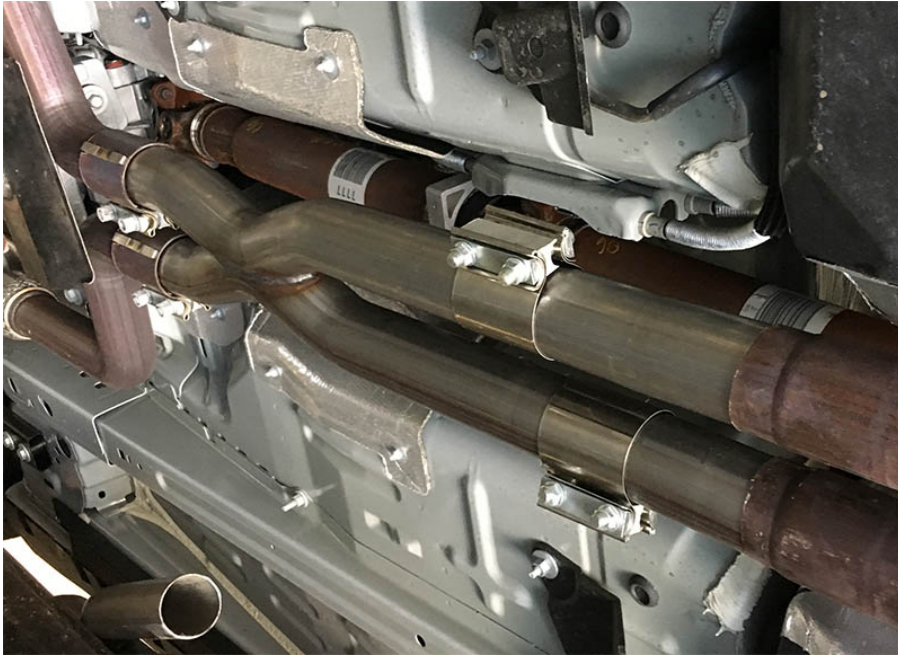
Instructions

1. Raise and support the car so you can access the factory resonator.
2. Cut the metal straps holding the heat shield to the top of the exhaust and remove the heat shield.
3. Find the point towards the rear of the car (after the factory resonators) where there is a weld and the exhaust increases in size. Carefully cut the factory exhaust just behind the weld, with about 2-3 inches before the pipe increases in size. Be careful so that you don't hit the driveshaft or fuel tank with the blade.



4. Loosen the 2 front band clamps and remove the exhaust section that you just cut out.
5. Take your Shifteck X-Pipe and hold it so the neck down section is toward the front of the car and decide if you want to remove the neck down section or not. If you are going to remove the neck down section, you can cut the pipe just behind where it reaches the full diameter. If not, proceed to step 6.
6. Slide the 2 supplied band clamps over the Shifteck X-Pipe on the back side of the X (toward the rear of the car). Do not tighten.

7. Your Shifteck pipe has slightly thinner walls than the factory pipe to allow it to slide inside of the factory pipes without losing volume. Insert the front of the Shifteck X-Pipe into the front section of the exhaust and push as far forward as it will go. Then, insert the rear of the Shifteck X-Pipe into the rear of the factory exhaust. NOTE: If you DO NOT remove the neck down section, you might have to use a pry bar to hold the factory muffler section back to allow room to slide the X-Pipe into the rear section.



8. Tighten down front and rear band clamps until the exhaust is secure, and then ENJOY. (Optional: Re-attach the heat shield in the manner you best see fit)

