



DS105_DS105409_DS105A

2004-2007 Turbo-Back 5.9 Dodge Cummins 600

2500/3500 2 and 4 wheel drive (Single System)

(Off-road only for models equipped with Converter)

Not for Commercial Trucks

Removal of Stock System:

ANSA Automotive recommends that exhaust systems be professionally installed. Please use all necessary precautions to insure a safe installation. Read all instructions provided before proceeding with the install.

Warning: Allow the exhaust system to cool before attempting to remove or you will be subject to severe burns. If the vehicle is to be jacked up, please make sure it is stable and secure before removing any parts.

Tip: A can of WD40 or something similar would be a great help in removing nuts and bolts on an old system. It also comes in handy when removing and installing the rubber grommets used with the hangers. Wearing safety glasses would be advisable.

Step 1: Open your box and make sure everything is there and fits together before you start. Determine what you will be taking off the vehicle and spray it with the WD40. Most of the original systems are one piece at the back. You may have to lift the body of the vehicle to remove the muffler and tailpipe without cutting. Find something to support the muffler (i.e. jack stand) before you start removing the hangers. Spray the hangers with WD40. Using a large screwdriver or crowbar, lever the rubber grommets off. Save these as some will need to be reused.

Step 2: Separate the stock exhaust at the slip joint at the muffler. Remove rear exhaust from rubber hangers and remove the system from under the truck. Carefully remove the rear section as this part can be heavy and hard to handle.

Step 3: Using an 11mm socket or wrench, remove the band clamp at the turbo flange on the engine and remove the stock down pipe. (Note: you will be re-using the stock band clamp for the new system)

Installation of Silverline™ Performance Exhaust:

Installation tip: Mark all pipes that insert into expansion joints with marker for proper overlap and sealing to ensure that pipe is inserted enough to seal the slots in expanded portion of pipe. Whenever possible you want at least a $\frac{1}{2}$ " clearance between any exhaust pipes and points on the vehicle. Less than that could cause heat transfer or vibration. Pipes that clamp together should always overlap a minimum of 2". If the pipes are slotted, make sure they overlap enough or they will leak. When using the clamps, position them about a $\frac{1}{4}$ " to $\frac{1}{2}$ " from the end of the pipe making sure part of the clamp is behind the slots when tightening.

Step 4: Install down-pipe. Do NOT fully tighten until all components are in place.

Step 5: Install 33" extension pipe over the down-pipe. Included is a 21 $\frac{1}{2}$ " extension to accommodate the 160 $\frac{1}{2}$ " wheelbase. (Installation tip: Temporarily hang the muffler in place using the three (3) OEM rubber hangers and measure to the down pipe to determine the length needed)

Step 6: Install muffler over the extension(s) and into the OEM rubber hangers above the muffler.

Step 7: Install the tail-pipe into the muffler and OEM rubber hanger.

Step 8: When all parts are positioned correctly, start tightening by starting at the front and working your way back.

If you are using a stainless tip, please make sure you do not allow it to extend too far past the body of the vehicle. A hot pipe or sharp edges could cause injury. Start the vehicle and check for leaks as it is vital for safety, sound, and the best fuel performance. After a few days, check that everything is still in position and tightened.