



Part number SES1835TT-1  
2008 Mitsubishi Lancer  
2.0L 4 cyl.

1- Four piece cat-back  
exhaust system with high-flow  
catalytic converter and test  
pipe.

1- S.S. grommet hanger (#20089)  
6- m10 x 40mm bolts (#17001)  
four m10 flange nuts

3- 60mm oval metal gaskets (#6064)

2- m8 x 12mm hex bolt (#6018)

1- SES decal (#7027)

1- 4 page instruction



Figure 1  
60mm high flowing exhaust system with  
catalytic converter, titanium tip and test pipe.

#### Hardware contents in kit:

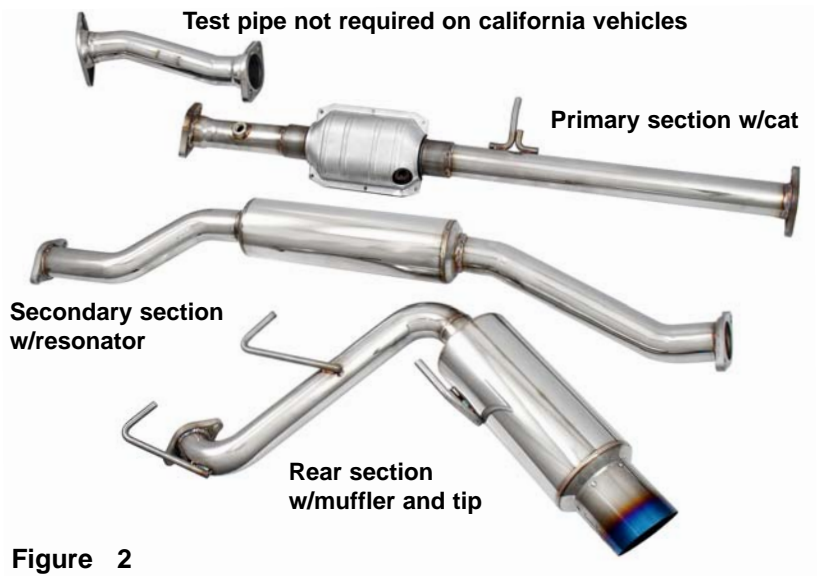


Figure 2

Four piece exhaust system with high flowing cat-  
alytic converter.

## Remove the entire stock exhaust system starting from the catalytic converter.

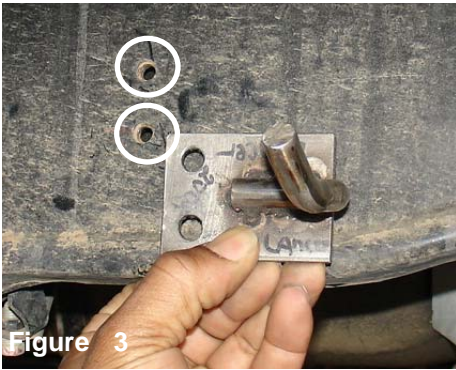


Figure 3  
New bracket is aligned to the rear cross member.



Figure 4  
The two m8 bolts in this kit are used to secure the bracket in place.



Figure 5  
Use a socket and ratchet to tighten the bolts in place.

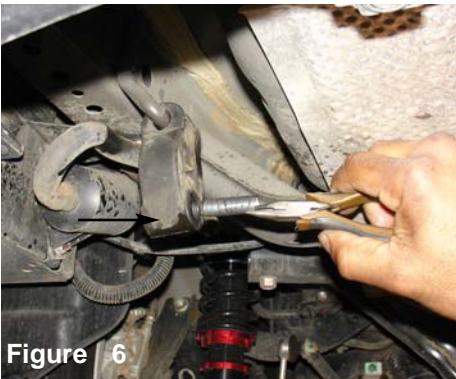


Figure 6  
Driver side rear hanger: Grommet pin is removed from the grommet. The grommet is then pulled from the metal hanger.



Figure 7  
Driver side rear hanger: Once you have removed lower pin from the grommet, continue to remove the grommet.



Figure 8  
The grommet is placed over the new bracket as shown above.

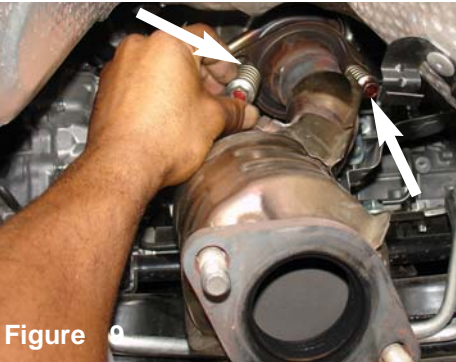


Figure 9  
Tension bolts are removed from the primary catalytic converter. Once you have removed the tension bolts continue to pull the catalytic converter.



Figure 10  
The new test pipe is aligned to the header exhaust as shown above.

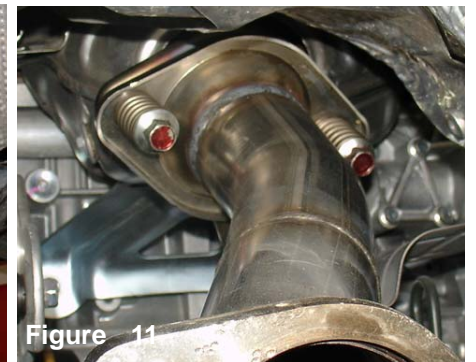


Figure 11  
The stock tension bolts are used to fasten the test pipe in place,



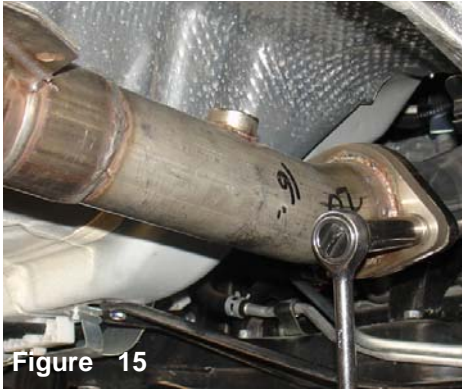
Figure 12  
the primary section with the catalytic converter is aligned to the test pipe.



Figure 13  
The primary section hanger is inserted into the stock grommet.



Figure 14  
Use two m10 bolts and flange nuts to connect the test pipe and the primary section together.



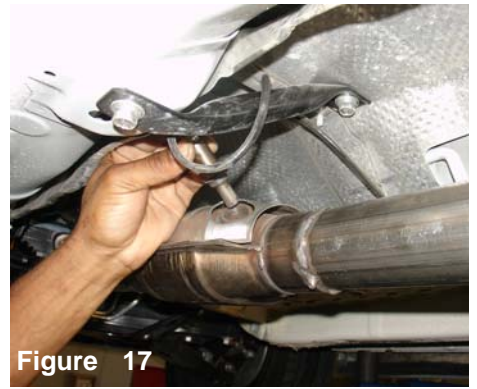
**Figure 15**

A 14mm socket and ratchet is used to tighten the two m10 bolts.



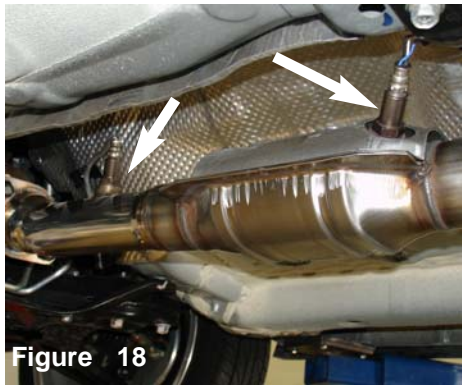
**Figure 16**

The first O2 sensor is inserted into the sensor bung located on the primary pipe.



**Figure 17**

The secondary O2 sensor is placed into the catalytic converter sensor bung.



**Figure 18**

Both O2 sensor bungs are now fully fastened to the primary pipe with the catalytic converter.



**Figure 19**

The secondary pipe is now aligned and connected to end of the primary pipe with the catalytic converter.



**Figure 20**

Place an oval metal gasket between the primary and secondary pipe. Use two m10 bolts and flange nuts to secure the two ends together.



**Figure 21**

A 14mm socket and ratchet are used to tighten the nuts and bolts together.



**Figure 22**

The rear muffler is now aligned to the end of the secondary pipe, while aligning the three hangers to the stock grommets.



**Figure 23**

The first muffler hanger is inserted into the rear grommet.



**Figure 24**

The inside hanger on the exhaust pipe is pressed into the second grommet.



**Figure 25**

The last hanger is pressed into the last grommet hanging on the bracket installed earlier.



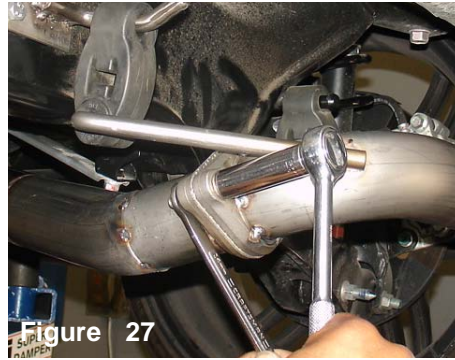
**Figure 26**

The 60mm metal gasket is inserted between the rear muffler flange and the secondary mid-section flange.



**Figure 27**

Two m10 bolts and nuts are used to secure the two flanges together.



**Figure 27**

A 14mm socket and ratchet is used to tighten the nuts and bolts together.



**Figure 28**

The m10 nuts and bolts are tightened just enough to hold the two flanges together.



**Figure 29**

Side shot of the installed rear muffler section.



**Figure 30**

The entire system is now aligned for best possible fit. Once you have achieved the best possible fit, continue to tighten all nuts, bolts and clamps.



**Figure 31**

Inside shot of the installed rear muffler section.



**Figure 32**

Rear muffler with signature series, titanium tip.