

2011+ DODGE DURANGO 5.7L

CATBACK INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works catback exhaust system for your 2011+ Dodge Durango 5.7L. Our team has worked to ensure that this product is the premium in performance, quality, and fitment. We are proud to say that this system will unleash the true character of your vehicle. We encourage you to read through the following steps, and check the included Bill of Materials before beginning. Please follow these steps to ensure that your installation goes as planned.



2011+ Dodge Durango 5.7L
(DUR11CBx)

a.

Disconnect the battery before starting work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.

b.

Your exhaust system can be installed by a weekend warrior but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a level hard surface. Jack stands are required for safety reasons.

c.

You will assemble the components together as specified below, but only snug the clamps as you move along from front to back. After aligning all the components in the vehicle, you will tighten all the clamps working from front to back of the vehicle.

d.

When installing your catback system, make certain that the hangers at the end of the exhaust have at least $\frac{3}{4}$ " of clearance to the bumper. The exhaust will grow over $\frac{1}{2}$ " in length and can possibly damage the bumper. If the end of the hangers are too close to the bumper, then you must make sure that you have everything pushed forward onto the slip fit joints more fully.

DISASSEMBLY

1. Disconnect the battery.
2. Raise and support the vehicle.
3. Loosen (2) clamps holding the tips on so that you can gain access to the muffler hangers.
4. Loosen the clamp on the left muffler inlet and remove the muffler assembly.
5. Use a 13mm socket to loosen the (4) spring loaded nuts from the factory connection point, in front of the middle resonator.
6. Use a 13mm socket to remove the mid hangers by removing the (4) bolts from the floor of the vehicle, and remove the factory exhaust.

ASSEMBLY

7. Install the left and right catback leads into the X-pipe using (2) 3" clamps. Do not tighten the clamps yet.
8. Install the lead pipe - X-pipe assembly to the factory connection point or the SW header connection using a 9/16" socket and the supplied hardware - (4) bolts, (8) flat washers, and (4) nyloc nuts.
9. Bolt the supplied SS hangers to the floor using the (4) bolts and (2) rubber hangers that were removed from the factory exhaust - 13mm socket.
10. Install left and right tail pipes to the X-pipe using (2) 3" clamps.



Detail 5: (4) nuts at catback connection



Detail 6: Middle resonator hangers.



Detail 9: Inlet to X-pipe w/ hanger installed (Legend center muffler shown)

11.
Install muffler assembly on each side to tail pipes using (2) 3" clamps. Install hangers into rubber insulators.

12.
Install the tips to each muffler, using (2) 3" clamps.

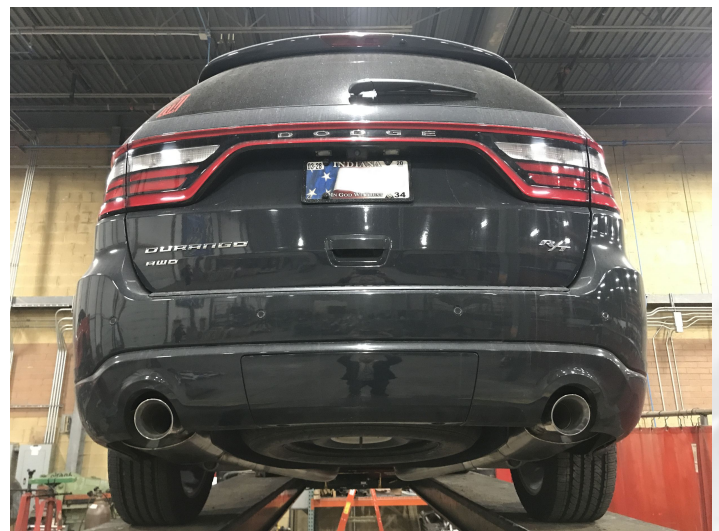
13.
Adjust and tighten the system from front to back. Keep the components level from side to side as the tubes are adjusted.

14.
Be sure to have adequate clearance around all wires, hoses and lines. If anything is in contact with the exhaust system, it will melt. Make sure to have at least ½" of clearance and wrap any suspect areas with DEI thermal barrier wrap.

15.
After double checking for clearance and making sure all lines, wires and hoses are secured, drive the vehicle for 10-20 miles and re-check all clamps and clearances. Your system may be tack welded at the joints/ clamps to reduce shifting of the system during heating and cooling cycles. Make certain to disconnect the battery before performing any welding.



Detail 12: Right muffler assembly with tip installed



Detail 13: View from rear of vehicle