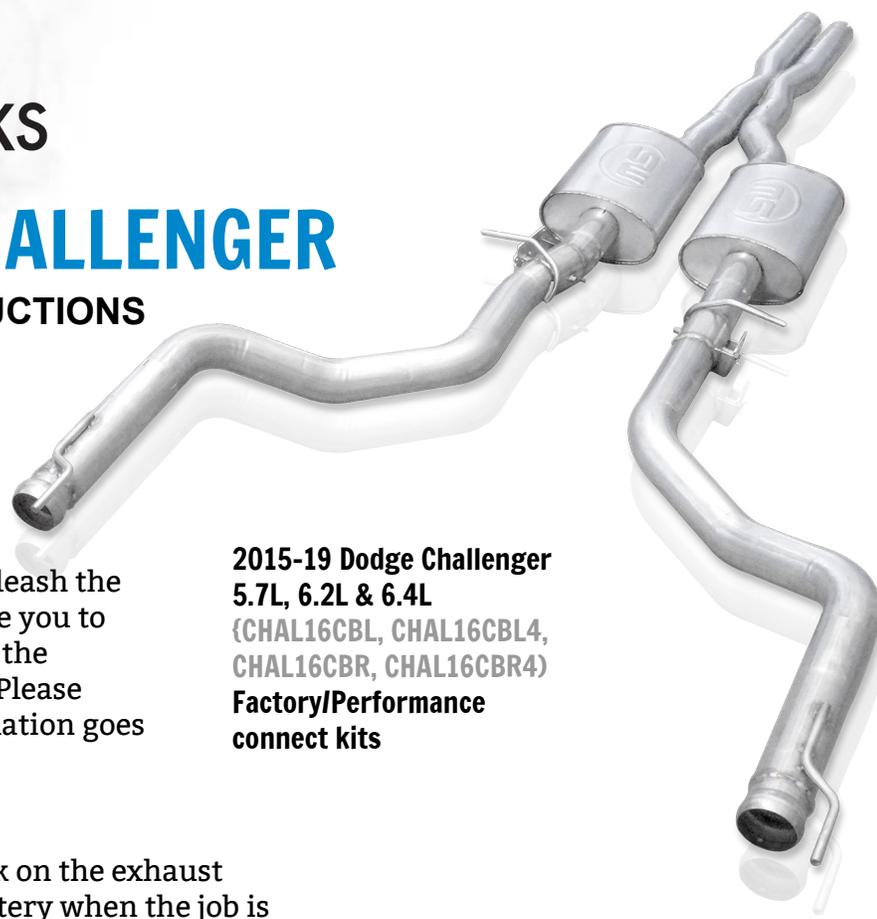


# 2015-19 DODGE CHALLENGER

## CATBACK INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works catback system for your 2015-18 Dodge Challenger. 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.



**2015-19 Dodge Challenger  
5.7L, 6.2L & 6.4L  
{CHAL16CBL, CHAL16CBL4,  
CHAL16CBR, CHAL16CBR4}  
Factory/Performance  
connect kits**

**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. When placing the X-pipe into position, make certain that you push it fully forward and level it with the vehicle. 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 tip adapters or tip y pipes, 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 into the slip fit joints, starting with the X-pipe.

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## DISASSEMBLY

1. Raise and support vehicle.
2. Loosen two clamps at the X-pipe.
3. If equipped with Active Exhaust valves in the tailpipes, disconnect the wires and the wire looms on the hangers. Unbolt (6) 5mm nuts (3 per valve) and remove the valve motors, taking care not to lose the actuator springs.
4. To simplify the exhaust removal, unbolt the hangers from the car. There are (4) hangers using 13mm bolts.
5. Remove exhaust system from car and then remove the hangers from the system.

## SW CATBACK INSTALLATION

6. Reinstall the hangers to the vehicle using (4) 13mm bolts removed earlier.
7. For factory connect systems, install the 6" long adapters to the stock leads with the supplied 2-3/4" dia. clamps. For connecting to headers, the adapters will be 10" long and use 3" clamps. (Factory connect with 6" adapters shown right).
8. Install the X-pipe using (2) 3" clamps. Push the X-pipe all the way forward and level it in the tunnel. It may be necessary to loosen the factory head pipe, allowing the x-pipe to drop lower in the tunnel before re-tightening.
9. Install the muffler inlets using (2) 3" clamps.

# 2015-18 CHALLENGER HEMI

## CATBACK INSTALLATION INSTRUCTIONS

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# 2015-18 CHALLENGER HEMI

## CATBACK INSTALLATION INSTRUCTIONS

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### 10.

If your vehicle has valves in the tailpipes, reinstall them to the SW tailpipes using bolts and spacers provided with the 5 mm nuts removed earlier.

\*\*Make sure actuator spring locks in properly.

### 11.

Install tail pipes using (2) 3" clamps.

### 12.

Reconnect wires for Active Exhaust valves, if so equipped. *(shown top right)*

### 13.

For systems that utilize the stock tips, install tip exit pipe *(shown middle right)* using a 3" clamp and factory hanger. The tip assembly mounts to the end via factory ball socket clamp welded to the stock tip.

### 14.

On SW quad tip systems, use dual 4" tip y assemblies, using a 3" clamp and factory hanger *(shown bottom right)*.

### 15.

Adjust the system from front to back and tighten.

### 16.

Reconnect battery.

### 17.

After double checking for clearance and making sure all lines, wires and hoses are secured, drive the car 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 13



Detail 14



Detail 15

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