

Stealth Muffler Fitment

1. Remove the oxygen sensor from catalytic converter, and remove the catalytic converter and muffler from the Van in one piece. Leave the U pipe coming off the header pipe in place. You may need to loosen the bottom clamp, but you will not need to remove it completely.
2. Cut the two apart on the catalytic converter side of the weld that connects the catalytic converter and muffler together. We have found a saw-zall works best as it is fairly precise and you can control the straightness of the line. Cut as close to the weld as you can (Fig 1). There is an inner coupling sleeve inserted into the cat and the muffler, bridging the gap before it is welded initially. You only want to cut through the cat piping and not the inner sleeve so that the cat will pull off the sleeve (Fig 2.). This step is important as you need to remove the cat from the sleeve in order to insert and use the new one provided. Remove the tail pipe from the old muffler, this will be re-used with a new clamp.
3. Remove existing exhaust bracket/hanger from the heatshield (Fig 3). You will be replacing the bracket with an offset bracket to accommodate the new muffler system as well as a second exhaust bracket/hanger.
4. Remove the heatshield from the standoffs that are attached to the timing belt cover bolt holes. Lay the heatshield down flat and mark holes 5 ¾ inches to the right of the existing ones at the same distance from the top edge of the heatshield (Fig 4). This measurement will be on center. Once you have your marks to where the new holes will go, drill 2 half inch holes for each new slot to be made. After drilling the 2 holes (Fig 4), you can cut out the rest of the slot to make an oval like the existing ones to accept the new exhaust bracket bolts. These slots will provide you with the ability to align the bracket up or down once the exhaust is mounted.

Fig.1

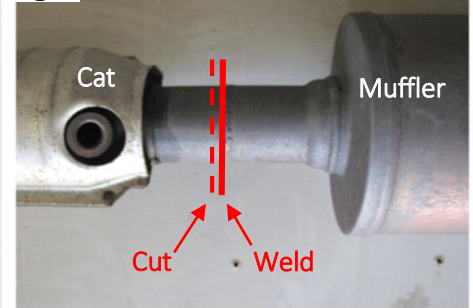


Fig.2

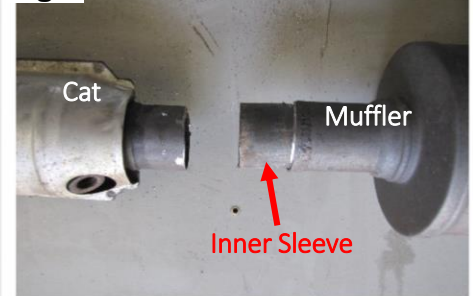


Fig.3

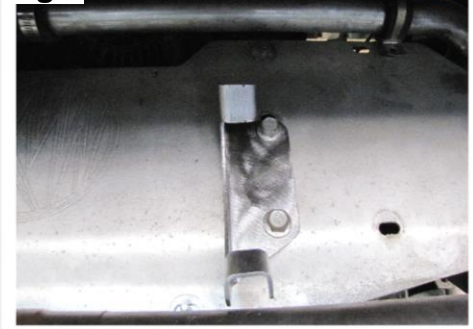
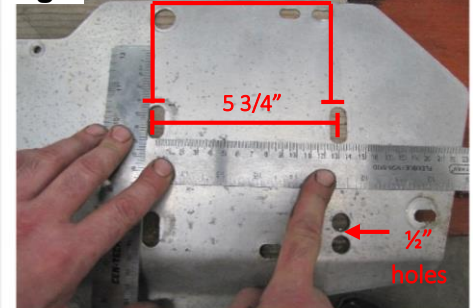


Fig.4



Stealth Muffler Fitment (cont.)

5. Your exhaust brackets can now be mounted to the heatshield. Notice that the brackets can only go on one way. The bottom of the brackets have an angle to them where as the top of the brackets are straight (Fig. 5). After the exhaust brackets are mounted to the heatshield re-install the heat shield on the standoffs and tighten the hardware to spec.
6. Hang the catalytic converter back on the u pipe, install new exhaust clamp loosely. Insert the new inner sleeve that will couple the exhaust and cat together. Insert it up to the weld stops that are on the middle of the sleeve (Fig. 6). Install the muffler onto the other side of the sleeve and start the two clamps around the muffler brackets that were installed on the heat shield (Fig. 7). Start another exhaust clamp between the cat and muffler. Install the tail pipe you removed earlier with a new exhaust clamp.
7. Re-install the tail pipe with a new exhaust clamp (Fig. 8). Re-install the O2 sensor you removed earlier from the catalytic converter.

It may be necessary to leave all the exhaust clamps a little loose so that you can position the exhaust in the optimal position. The two clamps on the U pipe will be the ones that need to be loose to change the position of the cat, muffler and tail pipe. Once you have all the components positioned where you want them, you can proceed and torque all the exhaust clamps to 60 ft. lbs. Please keep in mind that the 2 exhaust brackets attached to the heat shield will also have some vertical adjustment if needed to straighten the line of the cat and muffler. After the van has been run with the new exhaust and heated to operating temperature, it is suggested you revisit the clamps and re-torque them. Expansion and contraction of the exhaust could potentially effect the torque.

Fig.5

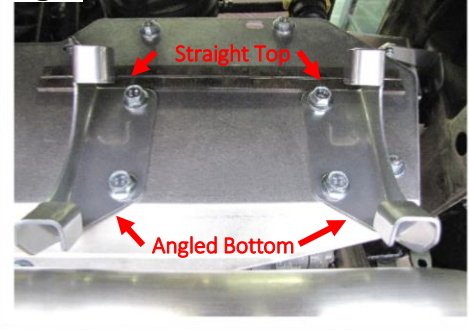


Fig.6

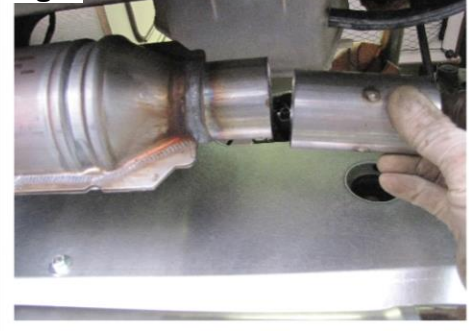


Fig.7

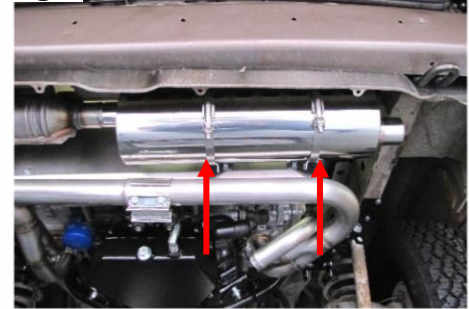


Fig.8

