

S-Line XXX System install

Hand Made in USA - by TWO Create LLC

The S-Line XXX cat-back system is a straight forward install. There are a few points that will make the install and tip alignment go smoothly

1. Remove the existing system from the car, including any mounts from the gearbox – if applicable. In most cases the rear bumper will need to be removed.
*****SCUD bumper does not need removed*****
2. **Loosen both catalytic converters at the header.** This allows the cats to be moved around as needed for aligning.
3. **The only bolts that should be tight during install are the center bushing mounts.** Everything else needs to be **snug/loose** in order for the system to be aligned. Only after the system is aligned and the tips are correctly positioned in the bumper outlet- should the hardware be tightened. **Anticipate re-torquing everything after the system has been heat cycled.**
4. Use copper Anti-Seize where the new system slips over the catalytic converter outlet. **(For SCUD owners the system slips into the factory cats not over)** In some cases this joint may be deformed from the prior systems. IF this is the case you may need to use an expander on the catalytic converter or the new system. It is obligatory that this joint fits well, both for a good seal as well as proper alignment. The new system should slip over the cats by about 2”.

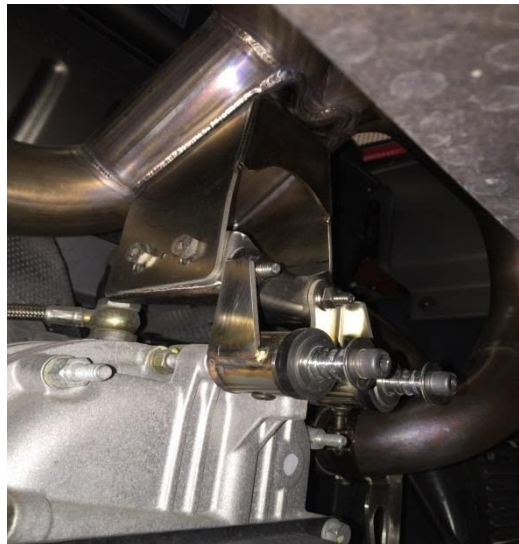
5. Install the center mount to the gearbox. Use red locktight on the two 8mm allen bolts. These bolts have a flange nut behind the bushing- which spaces the bushing from the gearbox and locks the bolt. **It is important this flange nut is fully seated against the gearbox.**

Important-NOTE: Once the system is fully installed and still cold- the bushings should be within $\frac{1}{4}$ " or less to the gearbox. Thus the spring is unloaded. This allows the system to grow with heat.



The image below is the installed mount after the system has been warmed up (notice the springs are slightly compressed) Expect the springs to be completely collapsed when the system is at operating temperature.

This image represents the standard F430 (non scud model)



This image represents the SCUD model. Notice the aluminum drop brackets are vertical. Thus the aluminum drop brackets must be lock tight(ed) and tightened prior to installing the bushing portion of the mount(s) Please refer to instruction 5 again as a reminder



6. Install the left and right elbow joints (Ball clamp joint) ----Seat the joint with the clamp but leave **loose** for alignment.
7. Use copper Anti-Seize where the tips slip over the elbows. The hanger mount both seals this slip joint and supports the tips. Remove the factory fastener that bolts the heat shield to the lower part of the frame rail. Use the supplied hanger bolt in this location. This hanger should be slightly loaded once the system is aligned.



8. **Alignment:** Set the bumper on the car and align the tips in the opening. The entire system can pivot if need be. Also the V-Band joint allows for both height and depth adjustment. This can be time consuming – every system is set on a trued fixture table prior to shipment to ensure proper alignment tolerance.
9. Check all fasteners prior to initial warm up. **Use a clean towel and rubbing alcohol** to remove any oil or dust from the system. This step is very important as oils and dust burn into the system and leave an unfavorable finish.
10. Heat cycle the system and **check all hardware**.
11. Go rip the car (as long as you are the owner that is) and Check the hardware again!

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