

S-line Sound 458 install guide

Hand made in the USA with USA sourced materials.

Congratulations on your purchase of the only true F1 S-line Sound exhaust! This install guide will help make the install go as smoothly as possible. Referring to the factory shop manual will also help this process.

Disclaimer and Warranty information:

S-line exhaust systems are intended for off road use only. No warranty is expressed or implied. Check with local laws regarding noise and emission restrictions. S-line/TWO Create Fabrication LLC and any of it's associates are not liable for any death or injury associated with any product built, modified or sold by TWO Create LLC.

Install Guide:

Getting the factory system out is the most involved part- Remove the belly pan and bumper. Remove the clamps at the rear of the Catalytic converter. Also loosen the flange that connects the CAT to the header, do not remove the bolts. **This step is obligatory to an easy install.**

Refer to the pictures for installing the heat shield to the gear box and under side of the airbox.

Please note: The S-line 458 prototype was built on a 2015 458 Italia. S-line researched the factory Ferrari shop manual to insure the system fits all 458 Italia. HOWEVER- There may be variance between cars- it is the responsibility of the owner to insure our system will fit. The heat shields may vary. And may need modification. Early model 458 may require the factory heat shield to be detached. This is easily done by drilling out the rivets- this can be put back to factory condition by simply re-installing the factory heat shield with common rivets.

Image 1&2

Shows the upper heat shield and transmission heat shield mounted. The back of the gearbox has (2) 10mm threaded bosses and (1) 6mm threaded boss that is used to mount the gearbox heat shield. The hardware and spacers are provided and are self explanatory. **Use blue Locktight on all hardware.**

Image 3:

Install the upper heat shield over the exhaust hanger brackets. The large aluminum spaces provided go between the factory hanger mount and the heat shield. Use the fender washers and supplied 6mm lock nuts to secure the shield.

The two braided stainless oil lines that pass over our heat shield are typically snug over the new heatshield. Use the provided rubber hose and zip-ties to wrap the lines together (see picture) This protects the heat shield and oil lines- otherwise the lines will actually rub a hole into the heat-shield.

The rear most (4) factory exhaust hangers get used on the new system. The ones by the cats do not.

The system has built in adjust-ability by way of the slip joints at the tips and back of the X. Loosen up the CATs at the header (not removed, just loose) - which will help with alignment of the new system as well as help with removing the oem system. Once you get the new system in tighten the cats at the header. With the bumper installed you may need to adjust alignment to center the exhaust tips.

Included in the kit is a small bracket which adapts to the back of the valve actuators. This bracket raises the actuators to distance them from exhaust heat. Plug all vacuum and air lines used for the factory exhaust valves.

Fire up the car and let the system warm up to operating temperature. Shut the car down and let everything cool- Tighten all of your hardware and clamps. Button the belly pan back up and enjoy.

Heat shield orientation

Image 1: Supplied S-line heat shields mounted.

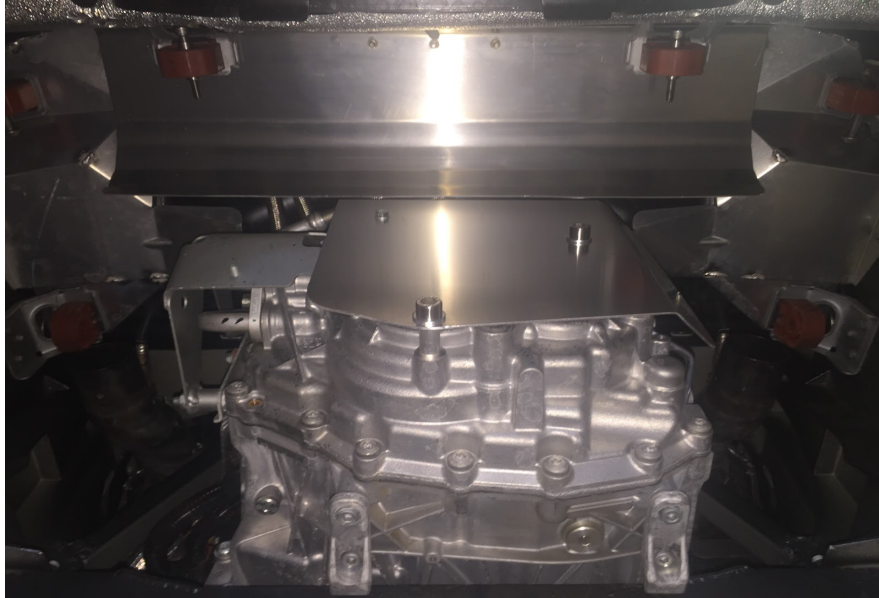


Image 3:

This view is at the rear of the car below the airbox, and shows the 6mm nut and spacer. This stud is on top of the factory mount (below shield- not shown)



Image 4

Wrap the oil cooler lines as shown. Braided lines will saw through things if they are not loomed properly. Notice they are resting on the heat shield with the hose. Zip tie the hose and keep the lines separated from each other.

