



Streetfighter Exhaust Fitting Instructions

Thank you for purchasing a Streetfighter premium exhaust system. Your new exhaust is manufactured with the highest quality components and processes to make for Australia's best sounding, performing and guaranteed systems.

To ensure that you get the best results out of your new system it needs to be fitted correctly. Streetfighter builds all our systems for a tailored and snug fitment. We give almost zero tolerances on our manufacturing processes.

For this reason your premium exhaust system requires special fitment methods not normally used on many mass produced systems.

To achieve these results and a lifetime of perfect operation the following instructions need to be followed.

Streetfighter always recommend one of our STOCKIST /SUPPORT WORKSHOPS for supply, professional fitment and if required customised tuning to suit.

If you choose to use your own fitment workshop or DIY please follow the instructions carefully.

IMPORTANT

- 1) Fully unpack your Streetfighter exhaust system.
- 2) Without bolting your new Streetfighter exhaust together, layout on the ground. (as per the diagram attached for your particular exhaust and vehicle.)
- 3) Check that you have all the components as per the diagram
- 4) Components stamped L or R (as per diagram) must be layed out on either the (R) driver's side of car or (L) passenger side of car.
- 5) If you are fitting headers as part of the new Streetfighter system please follow the separate instructions supplied with the Pacemaker headers.
- 6) Once sure that all is correct, you can remove your existing exhaust.
- 7) Ensure you thoroughly read and understand **ALL** fitment instructions before you commence any fitment. If unsure please contact KPM Motorsport or your local Streetfighter Specialist Workshop.
- 8) Do not force, bend or modify any components if you cannot fit it correctly. Immediately notify KPM Motorsport or your local Streetfighter Specialist Workshop for instructions. Not doing so may void any warranty or incur a cost for replacement.

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Fitment Instructions

- 1) Remove your oxygen sensors from your existing exhaust.
- 2) Proceed to remove your existing exhaust system accordingly ***note 1**. Most rubber hangers are easier removed on the exhaust bracket side and left on the vehicle.
- 3) Check all exhaust rubber hangers are re-usable and replace any that are soft or split
- 4) Transfer any relevant hangers to the new exhaust (usually only the rear mufflers)
*** note 2**
- 5) With the gaskets and bolts supplied (as per diagram) start at the front of car. Begin to **loosely** bolt individual components continually adding the next part evenly from left to right working your way to the back.
- 6) You will not need to use any silicone on the flange gaskets as they are a high quality copper gasket.
- 7) You may need to spray some silicone spray on rubber hangers to allow them to slide on the exhaust brackets easier
- 8) Once you have the complete exhaust hanging on car in the roughly correct position, you will need to space it evenly.
- 9) To space the exhaust for a perfect fit, use the wooden wedges supplied in the kit. Place as little or as many wedges in any areas that look important to spacing the exhaust. This includes the rear exhaust tip spacing around the bumper bar opening/s and any areas close to the floor pan. ***note 3**
- 10) Once you are happy that you have the exhaust spaced correctly. Proceed to tighten the flange bolts starting from the **REAR** of car working evenly towards the **FRONT**. **Do not remove any wedges that have not fallen during the tightening process yet.** ***note 3**
- 11) Check that you are happy with the spacing of your exhaust and that your rear Tips are spaced evenly and central.
- 12) Refit your oxygen sensors with some high temp anti-seize on the thread.
- 13) Start your car and run at idle for 10-15 mins. During this cycle keep your revs up at 3000 rpm for approx 30 secs. Do this every 3 or 4 mins. *** note 4**

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- 14) While idling you should also check for any exhaust gas leaks from gaskets etc.
- 15) You may find that some of your wedges drop to the ground. This is ok. Do not attempt to refit.
- 16) After approx 15 mins turn engine off and remove **ALL** the remaining wedges.
- 17) Re-check the exhaust and tips for correct alignment and spacing.
- 18) Road test the vehicle for any knocks or noises.

You are now ready to enjoy your new premium KPM exhaust system.

* **Notes**

- 1) Remove only as much of the exhaust system that you are replacing with. **eg if you have purchased a KPM Cat-Back system only remove old system from cats-back etc.**
- 2) On all KPM VE Commodore **Ute** exhaust systems the rear muffler rubber hangers must be fitted 180 deg opposite to the factory positioning.
- 3) KPM have built our exhausts to have more clearance on the engine torque side (passenger side) than the non torque side (drivers side).
We have purposely done this in consideration of torque lift. This becomes even more prominent on high power engines or worn engine mounts.
This means that the system may not sit exactly central as expected. Eg veer to the right slightly or hang slightly more on the left side. This is in built and normal.
The idea with the wedge spacers supplied is to give a clearance in critical areas so as to avoid any part of the exhaust hitting. Do not attempt to centralize the natural fit of the exhaust by force as this will cause stress on the exhaust and cause fitment problems.
- 4) After first start up and for approximately 50km your exhaust will burn off all the excess oils and contaminants in the metal. This will cause some blue smoke to be emitted from the length of the exhaust and from the tailpipe. This is normal and will disperse after the initial 50km driving

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