

## Installation Guide: Charger, Magnum, 300, SRT-8 CAT

Always exercise caution when working on, under or around any vehicles. Serious injury or death could occur if safety measures are not followed.

Extreme caution must be taken to ensure proper alignment of the exhaust tips. Do not tighten any of the four (2 GM & 2 Solo) band clamps until everything is in place and the tips are aligned perfectly.

### Warnings and Safety Measures

- Allow the vehicle's exhaust system to cool before removal. Exhaust system temperatures may cause severe burns.
- If working without a lift, always consult vehicle manual for correct lifting specifications.
- Always wear safety glasses and ensure safe work area.
- Catalytic converter are to be used for off road use only.
- Please follow the exhaust install instructions carefully. Do not tighten any of the band clamps or connections until everything is properly aligned and in place.
- Professional installation is recommended.

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## Installing Your New Cats

**1. NOTE:** There Before installing your new Solo Performance High Flow catalytic converters you must first remove the exhaust system. If you have the factory SRT-8 exhaust system you have to remove the complete cat-back unit (except for the drivers side rear muffler) exhaust before starting on the converters. If you already have the Solo Mach Cat-Back exhaust kit our mid muffler section must be removed in order to install the converters.

**2. NOTE:** We highly suggest using "sensor safe never seize" (Not included)

**3. NOTE:** Re-tighten converters (converter to manifold connection) after 4-7 days of driving.

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## Removal of Stock Exhaust

**1.** Unbolt the 13mm spring bolts by the rear axle on the driver's side.

**2.** Loosen the two 15mm band clamps at the rear of the converter.

**3.** Remove one piece heavy, bulky exhaust that goes from the rear of the converters to the tail tips on the passenger side. Use extreme caution as this piece is awkward and heavy.

**4.** There are two ways to get this heavy system released from the hangers that hold it up. One way is to squirt soapy water into the rubber hole where the hanger rod goes through. You could use a penetrating oil but soapy water has the same affect with no potential harm to the rubber. Use channel lock pliers to "squeeze" out the hangers or a pry bar can also be used. The second way to get this piece down would be to unbolt the hangers from the frame of the car using a 13mm socket. Once on the floor it would be easier to get the rubber hangers off the rod. If you do it this way take one hanger off and re-install it in the same location before moving on to the next hanger.

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## Removal of SOLO Exhaust

**1.** Loosen the two 2 ¾" band clamps at the rear of the converter with a 9/16" socket.

**2.** Take off the 4 bolts at the rear of the mid muffler section using a 9/16" socket.

**3.** Removing this mid-section is all you need to do to have access and start working on installing your new converters.

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## Installing Your New High Flow Converters

**NOTE:** The O2 sensors must be unthreaded from the stock converters and screwed into the Solo converters. The O2's are "position sensitive" and care must be taken to not mix up any of the locations. Unscrew the O2 sensors in a counter clockwise direction using even pressure to ensure that you do not "strip" the threads.

**1.** There are several ways to get the O2 sensors off the stock converter pipes.

**a)** Unplug all 4 sensors from the wiring harness and unscrew while converters are on the car using a 7/8" or 22mm wrench or a special O2 socket. You may have more "leverage" with the converters still attached to the manifold to unscrew the O2's. Unplugging these sensors can be a bit tricky. Some patience is required

**b)** Unplug all 4 sensors from the wiring harness and after the converters are "on the ground" remove the O2's paying attention to their correct position.

**2.** Remove the factory converters from the manifold using a 16MM "swivel" socket. A straight socket will not work. Use care in removing the two 16MM nuts (save these nuts as they will be re-used) and support the stock catalytic converter and "ease" it down to the ground. Do not let the converter "drop" as it could damage it.

**3.** Weather you install the four O2 sensors into the Solo converters while they are on the floor or on the car it doesn't matter but make sure to use even pressure and do not cross thread.

**4.** Loosely install the Solo High Flow Converters onto the manifold. At this point you want the Solo converters snug enough to "hold" but moveable. There is a slight flair on our converters where it bolts to the manifold which allows for "rolling" and movement.

**5.** Re-install the exhaust system in the reverse manner in which you removed.

**6.** Hang everything in its appropriate place and "roll" the converters so that there is approximately 3/4" space above the resonators to the floor.

**7.** Snug the 16MM nuts at the converter to manifold connection and then snug the exhaust.

**8.** Make sure everything is still aligned and then tighten more.

**9.** Make sure everything is still aligned and then do your final tighten.

**10.** Make sure the four O2 sensors are tight and plugged into the wiring harness.

**11.** Drive away and... Enjoy Going Solo!

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**For any questions or concerns, please do not hesitate to call:**

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Jeff at (905)703-1557

Mufflerman (Buffalo NY) at (716) 873-0440

Zoro Muffler Mississauga Shop at (905) 897-6833