

# LARGE BORE TWIN TAILPIPE CONVERSION

## Post 95' Range Rover V8 4.0i, 4.6i & 2.5 TD

Part Number: **RA1088**

Please allow yourself plenty of time when fitting this exhaust. A few preparatory steps prior to fitting the new system will aid the process. It often takes longer than expected to remove the existing system from the vehicle therefore it is a good idea to spray penetrating fluid onto the relevant nuts & bolts. Also have all the necessary tools for the job to hand.

### STEP 1:

To fit this exhaust, it will be necessary to have unhindered access to the bottom of the vehicle. A pit or hydraulic lift would be ideal for the job but are not essential. The car can be supported on either axle stands or suitably large rams to achieve the same results. Remember always work with safety in mind and never work beneath a car supported by jacks alone!

### STEP 2:

Ensuring the exhaust is cool, remove the mid and rear sections from the vehicle. Replace the existing hanging rubbers with those supplied into the kit (part number ESR3172 – Scan QR code to view part online)



### STEP 3:

The kit contains 3 main components:

- Main silencer
- RH silencer
- LH Silencer & cross pipe

### QUALITY PARTS AND ACCESSORIES



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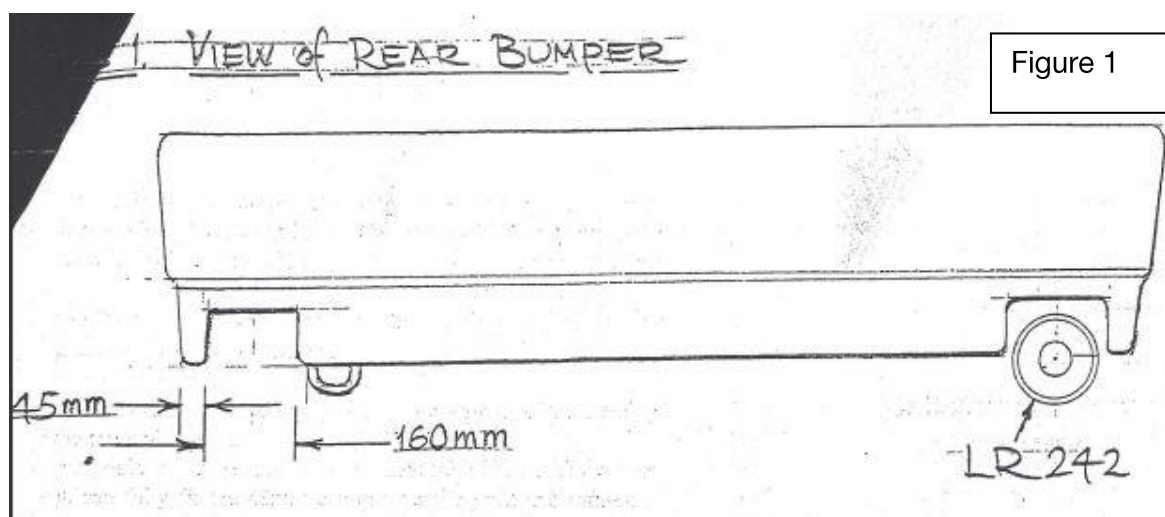
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Also included in this kit are all the nuts and bolts required to fit the system. A 48mm exhaust clamp and two hanging brackets (part number RA1088A & B). These brackets are only necessary for cars which have had only RH exit tailpipes fitted previously. Offer up component 1 noting the identification for the chassis bolt. Once satisfied hang the unit on the rubbers and loosely attach the front flange bolts.

Now do the same for component 2. Hang it on the rubbers at the rear of the car and align its flange with that of the main silencer. Once again attach the front flange bolts. Now offer up the final section of the exhaust. If your car has only previously had a RH exit pipe, then this will give you a good idea of where to make your cut out in the rear bumper (refer to figure 1 as a guide). It's worth taking your time with the cut out to ensure a quality finish. We recommend a section of about 160mm in length approximately 45mm from the corner of the bumper to match the RH side. You may have noticed that the cut out on the RH side is a little wider than 160mm. This cannot be achieved on the nearside due to the proximity of the rear towing ring mounting which would otherwise be clearly visible. It would be best for you to tailor your own bumper to your exhaust to achieve that perfect finish.

Once happy with the bumper cut out you can finish the rest of the kit. The next step is to mount the hangers for the left hand silencer (original single tailpipe only). There are two hangers within the kit (RA1088A & B). These have been designed specifically to fit the car without the need for drilling or cutting the body.



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Please refer to figure 2. (last page)

The front hanger (RA1088A) locates in the hole on the bumper mounting chassis outrigger. The rear bracket (RA1088B) locates on the body mounting chassis outrigger. The holes within the outriggers provide the mountings with a good amount of adjustment which will be handy when balancing the tailpipes aesthetically. Once the two new hangers have been loosely fitted, offer up the final section of exhaust again. If it all aligns then insert the cross pipe and hang the silencer onto its rubbers.

The whole exhaust system should now be in place except for the 48mm exhaust clamp which at this stage can simply rest over the cross pipe joint. Starting back at the main silencer you can begin to tighten the bolts and seal the exhaust. Once both ends of the main silencer you can fully fit the 48mm clamp over the joint and tighten it finger tight to allow some rotation.

Adjust the height of the hanging brackets on the left hand side until the tailpipe is level with the opposing sides. Be sure to allow a gap between the cross pipe and the spare wheel well directly above it to avoid any unnecessary heat transference. Once happy with the bracket's location, they can be fully tightened. Finally tighten the 48mm cross pipe clamp to complete the conversion.

All that is left to do is test the system for leaks and if necessary, tighten the relevant joints or apply a small amount of exhaust paste to them. If you decide that paste is required to seal the system, then use only the bare minimum. Exhaust paste sets like stone! We often hear the "rattles from the baffles" which is simply hardened lumps of exhaust paste rattling about within the silencer.

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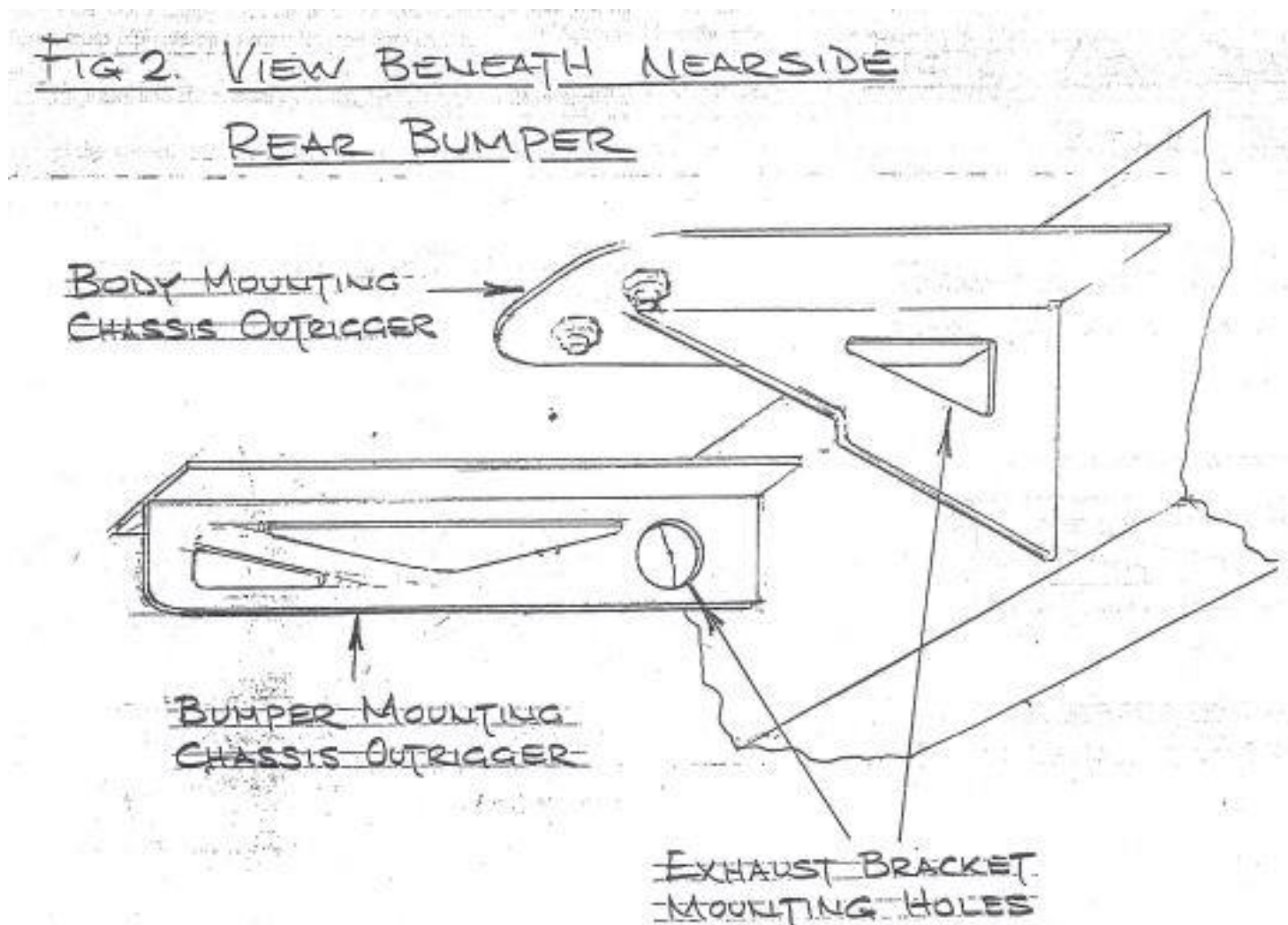


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