



**Part number SES1835TT-1**

2008-11 Mitsubishi Lancer 4 Cyl.  
2.0L, 2.4L  
**(All models)**

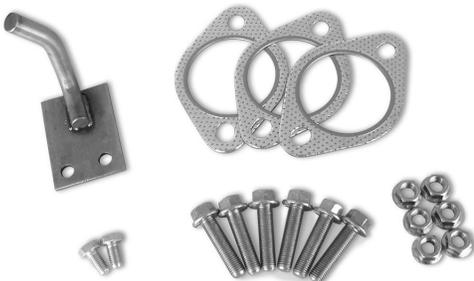
1- Four piece cat-back exhaust system with high-flow catalytic converter and test pipe.

- 1- S.S. grommet hanger (#20089)
- 6- M10 hex bolts (#6038)
- 6 - M10 hex nut (#6069)
- 2 - M8X12mm hex bolt (#6018)
- 3 - 60mm oval metal gaskets (#6064)



**Figure 1**  
60mm high flowing exhaust system with catalytic converter, titanium tip and test pipe.

**Hardware contents in kit:**



**Congratulations! You have just purchased the best engineered, dyno-proven exhaust system available.**  
**Please check the contents of this box immediately.**  
 Report any defective or missing parts to the Authorized Injen Technology dealer you purchased this product from.  
 Before installing any parts of this system, please read the instructions thoroughly. If you have any questions regarding installation please contact the dealer you purchased this product from.  
 Installation DOES require some mechanical skills. A qualified mechanic is always recommended.  
 \*Do not attempt to install the intake system while the engine is hot. The installation may require removal of radiator fluid line that may be hot.  
 Injen Technology offers a limited lifetime warranty to the original purchaser against defects in materials and workmanship. Warranty claims must be handled through the dealer from which the item was purchased.  
 Injen Technology 244 Pioneer Place Pomona, CA 91768 USA  
**Please check the contents of this box immediately.**  
**Parts and accessories are available on line at "Injenonline.com"**

**Disclaimer:**

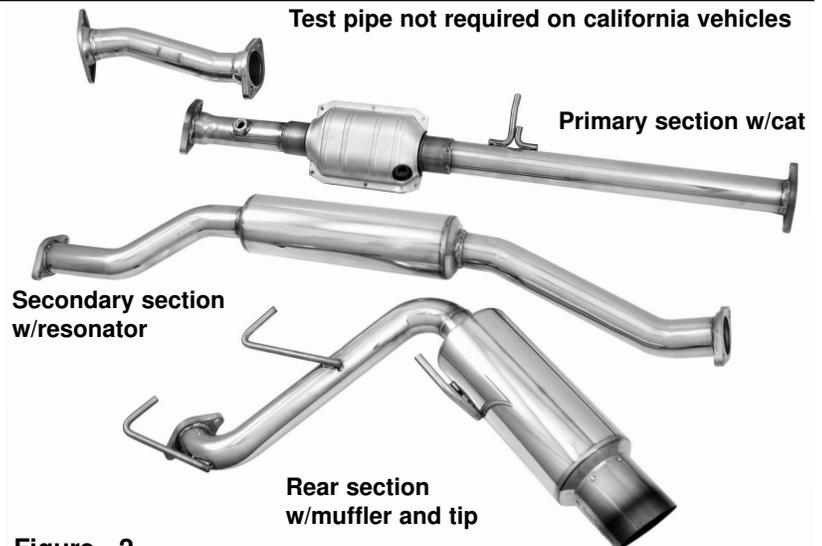
**Due to the nature of the high flow catalytic converter, you may get a check engine light (CEL) due to the sensitivity of the factory DME.**

**NOTE:** All Injen exhaust systems are engineered to comply with the 95dB noise limit law specified by the California Highway Patrol and the Society of Automotive Engineers - Except ones that are designated for "Off-Road Use only".

Every Injen exhaust system is individually designed for a specific application and complies with the requirements of Sections 27150, 27151 & 27200 of the California Vehicle Code and Title 13 of the California code of Regulations, Section 10361, which establishes a noise limit of 95dB for passenger cars.

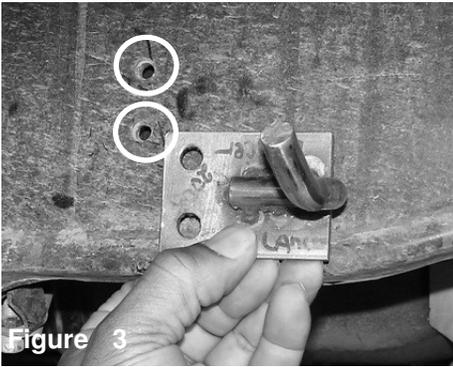
The age of your exhaust system along with certain engine modifications, such as headers, intake, etc., may also affect its current noise level output.

Please check with your local and state law enforcement agencies for exact regulation requirements.



**Figure 2**

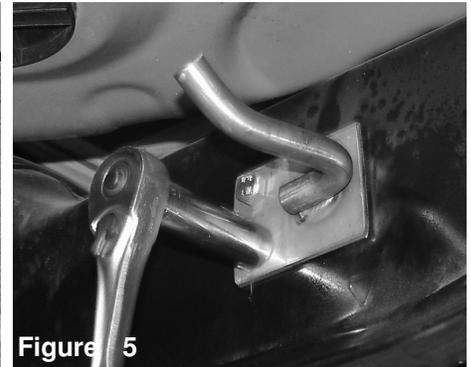
**Remove the entire stock exhaust system starting from the catalytic converter.**



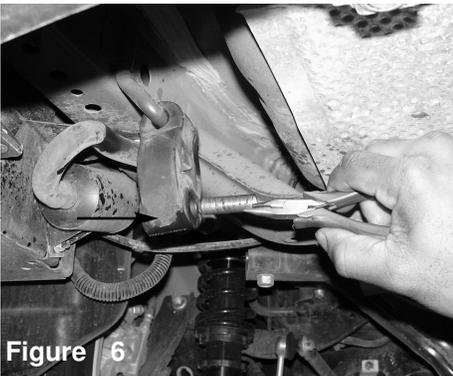
**Figure 3**  
New bracket is aligned to the rear cross member.



**Figure 4**  
The two m8 bolts in this kit are used to secure the bracket in place.



**Figure 5**  
Use a socket and ratchet to tighten the bolts in place.



**Figure 6**  
Driver side rear hanger: Grommet pin is removed from the grommet. The grommet is then pulled from the metal hanger.



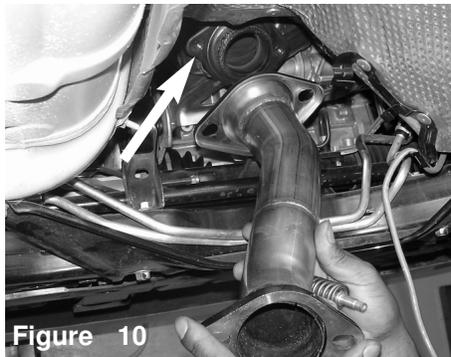
**Figure 7**  
Driver side rear hanger: Once you have removed lower pin from the grommet, continue to remove the grommet.



**Figure 8**  
The grommet is placed over the new bracket as shown above.



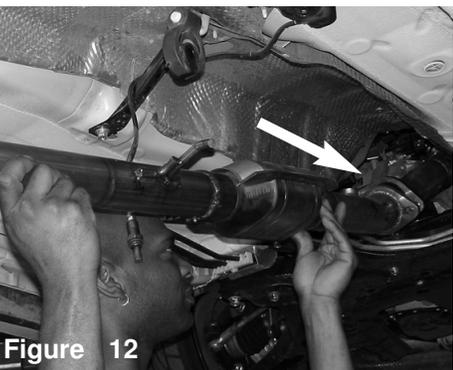
**Figure 9**  
Tension bolts are removed from the primary catalytic converter. Once you have removed the tension bolts continue to pull the catalytic converter.



**Figure 10**  
The new test pipe is aligned to the header exhaust as shown above.



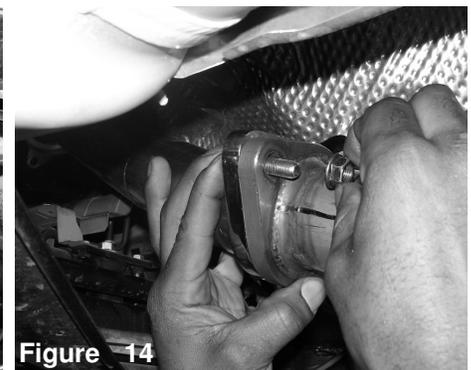
**Figure 11**  
The stock tension bolts are used to fasten the test pipe in place,



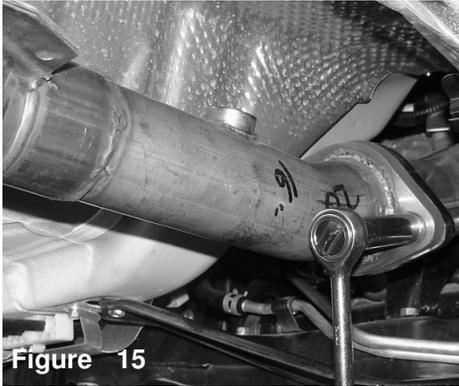
**Figure 12**  
the primary section with the catalytic converter is aligned to the test pipe.



**Figure 13**  
The primary section hanger is inserted into the stock grommet.

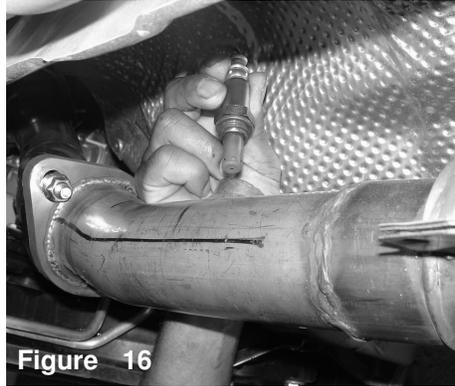


**Figure 14**  
Use two m10 bolts and flange nuts to connect the test pipe and the primary section together.



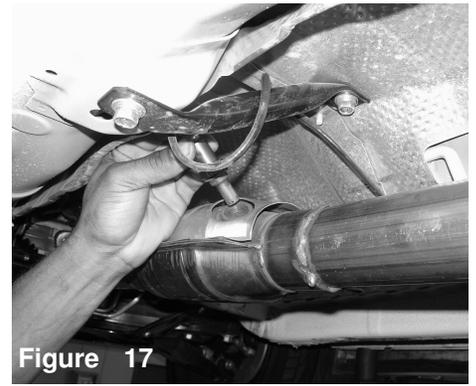
**Figure 15**

A 14mm socket and ratchet is used to tighten the two m10 bolts.



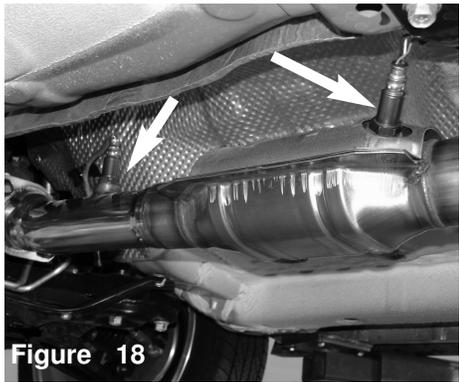
**Figure 16**

The first O2 sensor is inserted into the sensor bung located on the primary pipe.



**Figure 17**

The secondary O2 sensor is placed into the catalytic converter sensor bung.



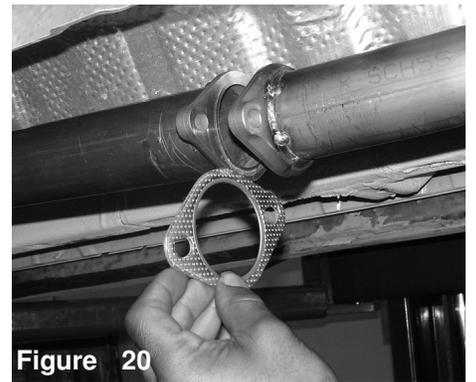
**Figure 18**

Both O2 sensor bungs are now fully fastened to the primary pipe with the catalytic converter.



**Figure 19**

The secondary pipe is now aligned and connected to end of the primary pipe with the catalytic converter.



**Figure 20**

Place an oval metal gasket between the primary and secondary pipe. Use two m10 bolts and flange nuts to secure the two ends together.



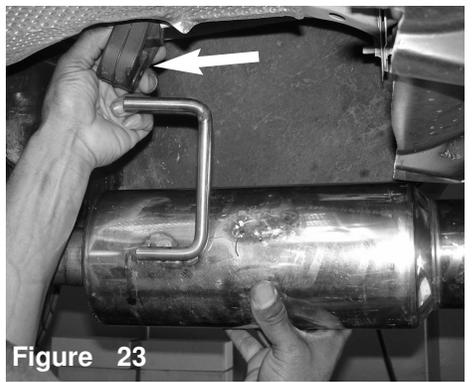
**Figure 21**

A 14mm socket and ratchet are used to tighten the nuts and bolts together.



**Figure 22**

The rear muffler is now aligned to the end of the secondary pipe, while aligning the three hangers to the stock grommets.



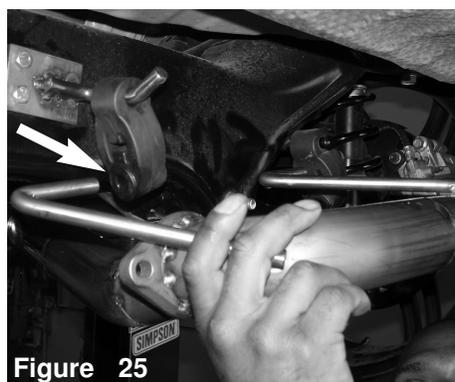
**Figure 23**

The first muffler hanger is inserted into the rear grommet.



**Figure 24**

The inside hanger on the exhaust pipe is pressed into the second grommet.



**Figure 25**

The last hanger is pressed into the last grommet hanging on the bracket installed earlier.



**Figure 26**

The 60mm metal gasket is inserted between the rear muffler flange and the secondary mid-section flange.



Figure 27

Two m10 bolts and nuts are used to secure the two flanges together.

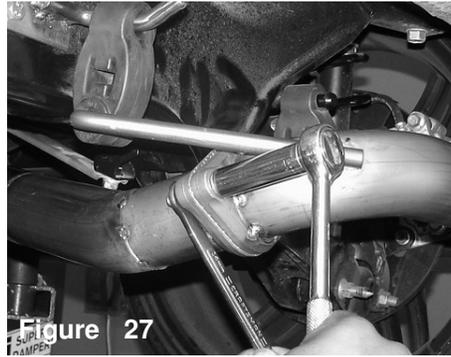


Figure 27

A 14mm socket and ratchet is used to tighten the nuts and bolts together.

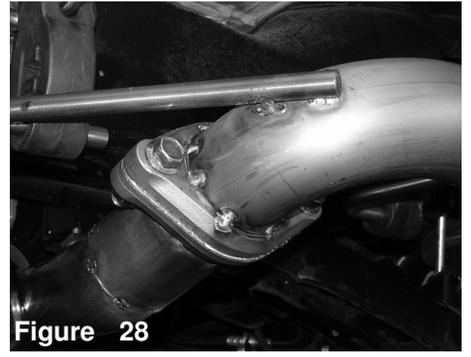


Figure 28

The m10 nuts and bolts are tightened just enough to hold the two flanges together.



Figure 29

Side shot of the installed rear muffler section.



Figure 30

The entire system is now aligned for best possible fit. Once you have achieved the best possible fit, continue to tighten all nuts, bolts and clamps.

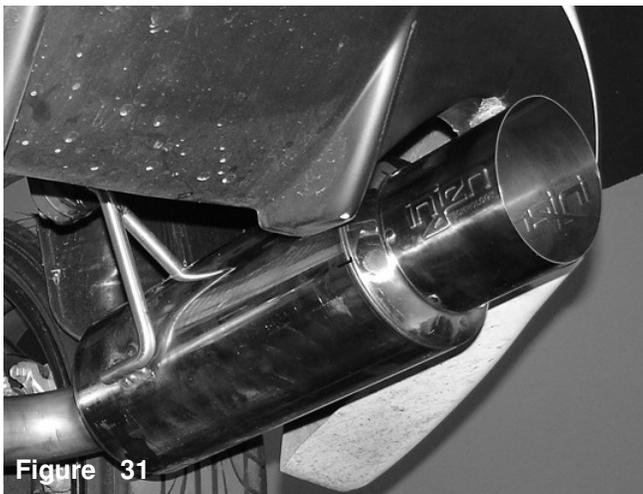


Figure 31

Inside shot of the installed rear muffler section.



Figure 32

Rear muffler with signature series, titanium tip.