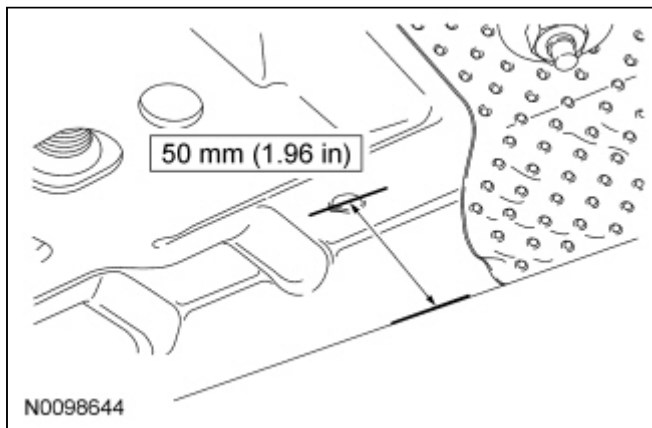


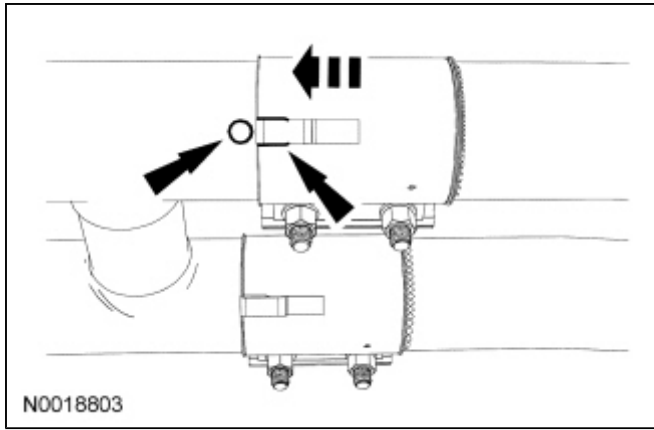
Exhaust System Alignment

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to [Section 100-02](#).
2. Loosen the muffler-to-intermediate pipe clamp.
3. Loosen the exhaust coupler nuts. Do not tighten the coupler at this time.
4. Loosen the converter-to-manifold nuts. Do not tighten the nuts at this time.
5. Position an adjustable jackstand under the catalytic converter Y-pipe/H-pipe.
6. Make sure the exhaust system hanger rods are correctly inserted into all of the muffler exhaust isolators.
7. Using the jackstand, adjust the height of the LH and RH catalytic converter until there is a 50 mm (1.96 in) clearance between the exhaust pipe and the floor pan (measuring just behind the heat shield).



8. Beginning at the front of the vehicle, align the exhaust system in the following sequence.
 1. Evenly tighten all 4 of the catalytic converter-to-exhaust manifold nuts (starting with the right lower, then the left lower, then the right upper, then the left upper) in 10 Nm (89 lb-in) increments until reaching the final torque of 45 Nm (35 lb-ft).
 2. Verify the intermediate pipe button is fully seated to the bottom of the muffler inlet pipe notch.
 - Tighten the muffler-to-intermediate pipe exhaust clamp nuts to 48 Nm (35 lb-ft).
 3. **NOTE:** Make sure that the intermediate pipe is inserted into the coupler correctly. Correct installation is achieved when the rearmost end of the coupler terminates in the knurled region of the intermediate pipe.

Slide coupler over catalyst pipe and engage the coupler clip completely over the converter button.
 4. Push the muffler forward. The back of the exhaust coupler should be in the crosshatched area on the intermediate pipe.
 - Alternately tighten, in 10 Nm (89 lb-in) increments, the intermediate pipe-to-converter assembly coupling(s) to 48 Nm (35 lb-ft).



9. Start the engine and check the exhaust system for leaks.
-