

DynoMax Performance Exhaust

Text and photos provided by DynoMax

Eric Petit and his crew at Akron Horsepower in Akron, Ohio, were ready to see what DynoMax was offering as far as X-pipes for one of their customers, John Wolonsky and his Bright Yellow 2006 GT convertible. After installing the DynoMax Ultra Flo welded performance exhaust system on the Mustang, they were interested in replacing the stock H-pipe with the DynoMax X-pipe. The X-pipe used in this install is the DynoMax Performance Exhaust part number 88020.

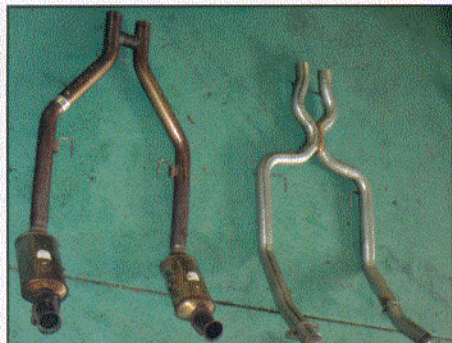
Ready to streamline airflow out of the engine, the DynoMax X-pipe kit offers a high-flow, performance x-pipe and the necessary installation hardware for a quick and easy install.

After seeing some impressive horsepower and torque gains through the Ultra Flo exhaust system, the Mustang was flaunting DynoMax's legendary Ultra Flo welded mufflers, a straight-through, single-tube design that offers incredible flow and premium sound.

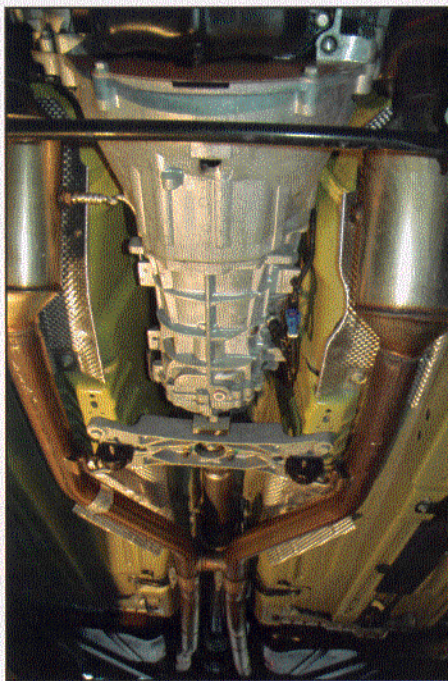
DynoMax Performance Exhaust is a leading supplier and manufacturer of dyno-proven exhaust technologies for light trucks, sport utility vehicles and passenger cars. DynoMax is the performance exhaust brand of Tenneco Inc. Its sister brands include Walker, Rancho, Monroe, and Clevite.

Special thanks to Eric Petit and George Chaboudy III at Akron Horsepower, Akron, Ohio, for letting us use their garage and completing the install.

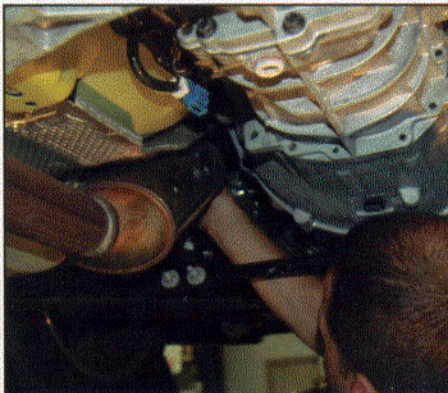
Now, let's dig in and see how you install an X-pipe kit and what type of power it will bring! **MT**



The stock system on the left and the brand-new DynoMax X-pipe on the right.



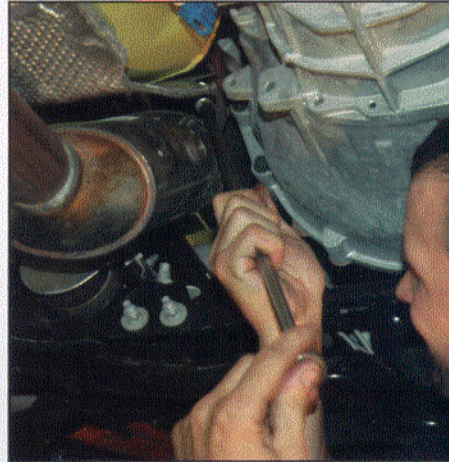
A shot of the stock H-pipe on a 2006 Mustang GT.



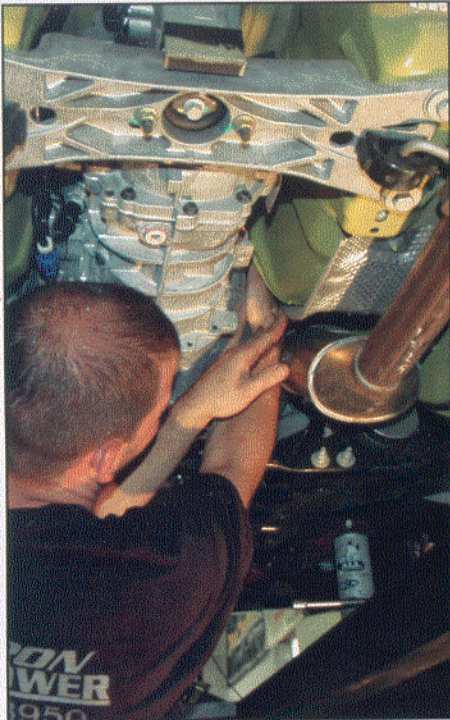
First, carefully disconnect the oxygen sensors.



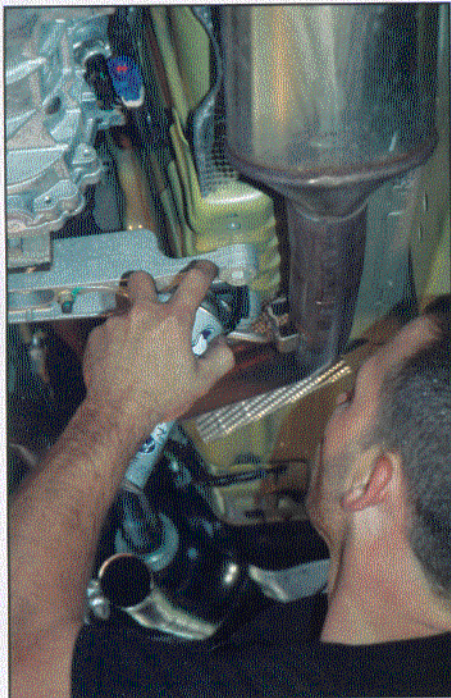
Maneuvering around tight fitting components between the transmission and the unibody, lightly loosen the upper bolts on both the right and left sides of the vehicle.



Completely remove the connecting bolts above the catalytic converter.



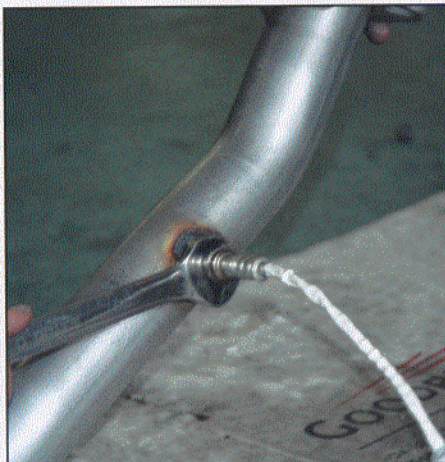
Follow the same procedure on the opposite side, disconnect the oxygen sensors, loosen and remove the connecting bolts.



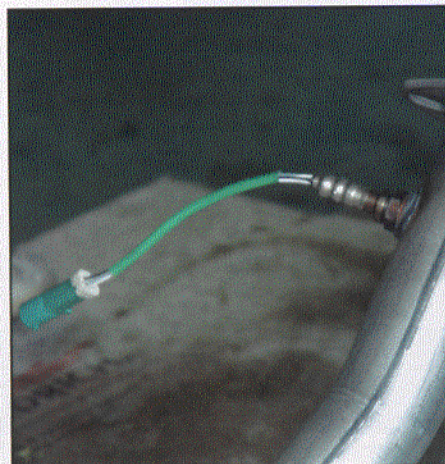
Some of the bolts were stuck, so Eric used Free All Deep Penetrating Oil and removed the bolts. He followed along the stock H-pipe, loosening and removing connecting bolts and unhinging hangers. He removed the H-pipe with some help. (Caution: this may take more than one person to maneuver the pipe out of the routing.)



Before reconnecting and slip fitting the new X-pipe, use thread sealant to securely complete the oxygen sensor connection to the pipe.



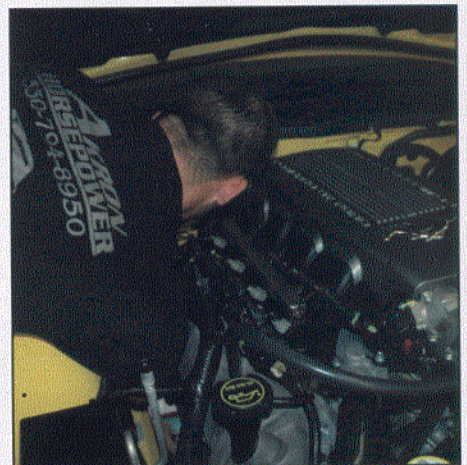
Tighten the oxygen sensor down with a wrench.



An installed oxygen sensor.



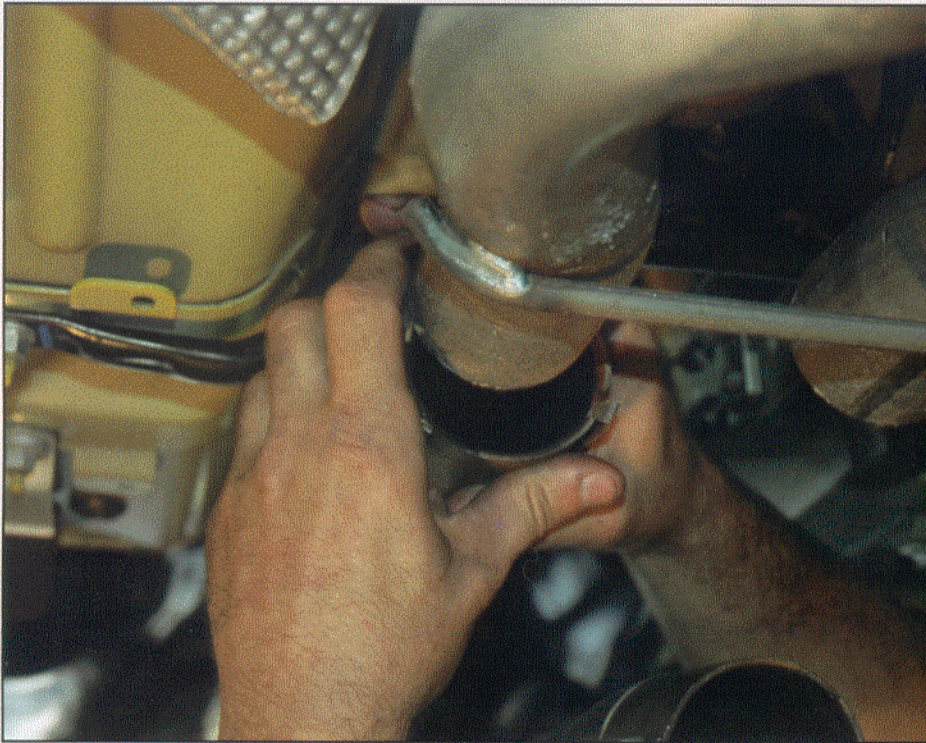
Carefully feed the X-pipe into the open pipe under the front of the Mustang.



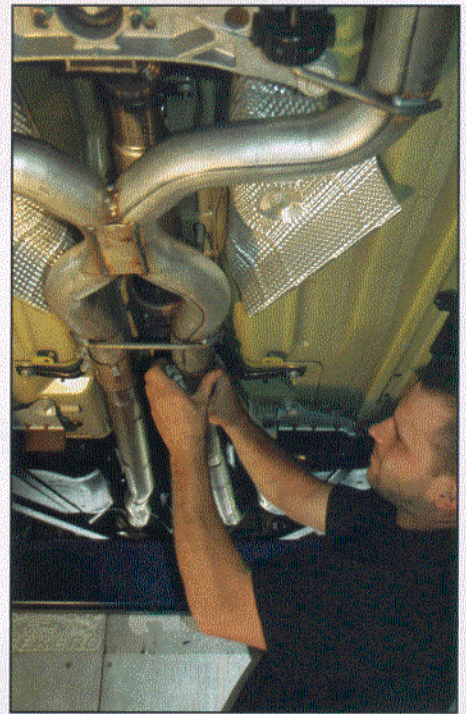
In this case, it was easier to reconnect the oxygen sensor from the top of the vehicle.



Sliding the oxygen sensor fittings together.

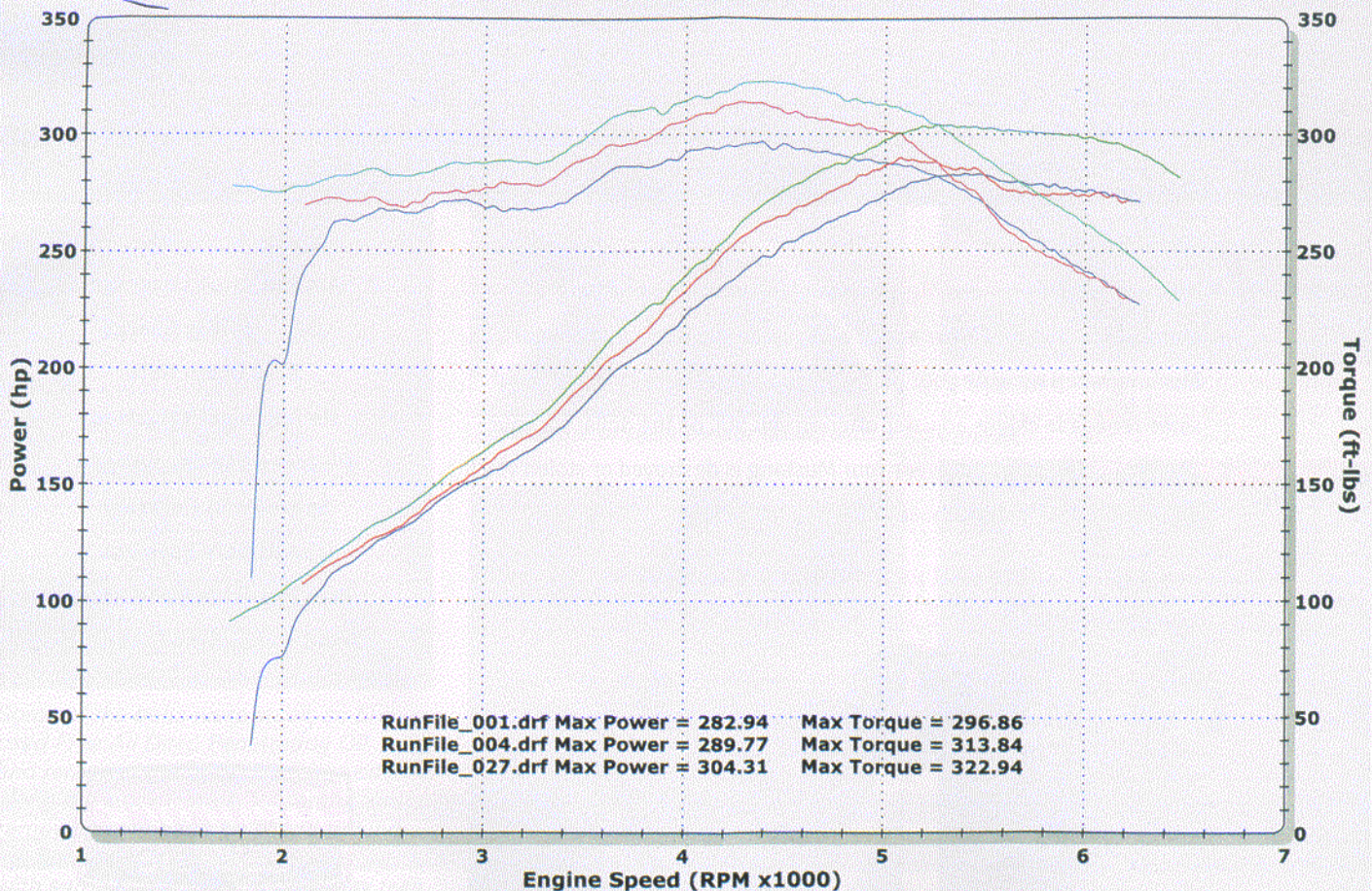


Attaching the X-pipe to the DynoMax Ultra Flo welded exhaust system pipe.



Correctly sliding the pipe together and installing the hanger.

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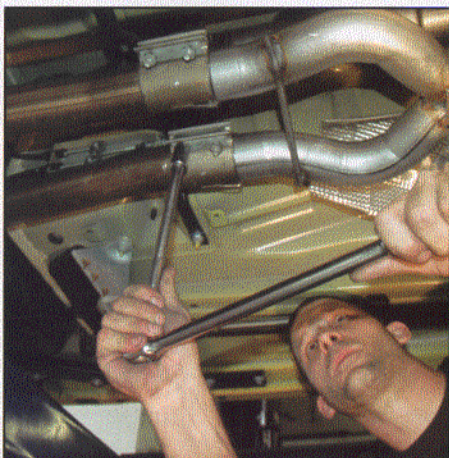
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Initially slip fitting the included Walker heavy-duty band clamps around integral pipe connections like this one between the X-pipe and the exhaust system.



Eric tightened the bolts down on the Walker band clamps.

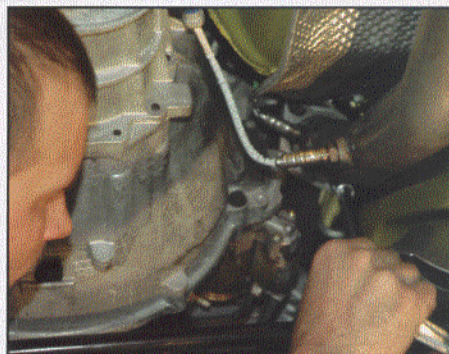
SOURCES:

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www.dynomax.com

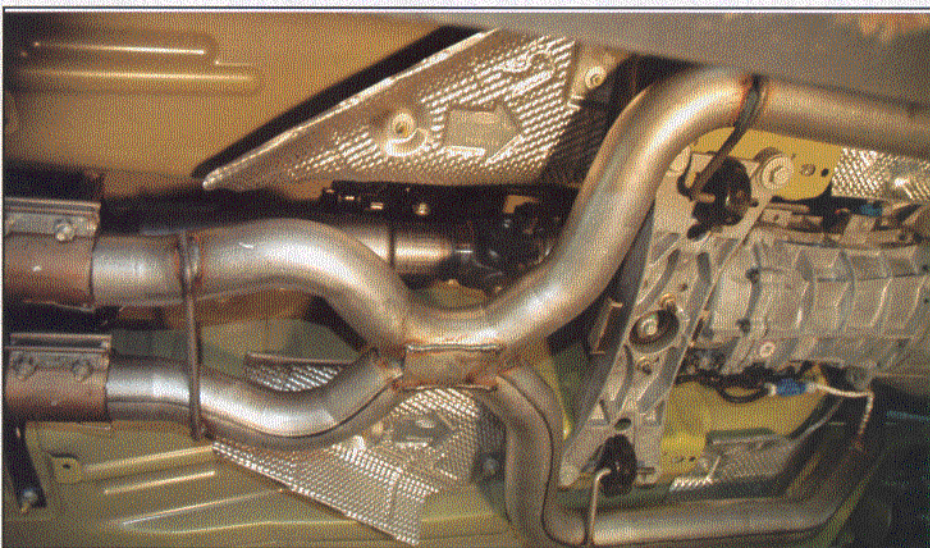
Akron Horsepower
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Akron, OH 44312
330.794.8950
www.akronhorsepower.com

VEHICLE:

2006 Mustang GT Convertible – mileage at time of install 4,600
Owned by John Wolonsky, Springfield Township, Ohio
John is a Shelby Specialist at Spitzer Ford in Hartville, Ohio.



Then he returned to the front, and tightened each bolt and connection from the front of the system to the rear.



A shot of the newly installed DynoMax X-pipe.