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INSTALLATION INSTRUCTIONS

Part # PEC250K, PEC250K-1, PEC300K, PEC300K1 - Patriot Electric Cut Outs

PerTronix® thanks you for choosing **Patriot Exhaust Products**, the best value for the dollar of any brand in the industry. To realize the full potential of this product, please read and understand these instructions completely prior to starting work.

Be sure to work safe! Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! **Remember: Hot asphalt will not support most jack stands!**

WARNING: These Cut Outs may NOT be legal for installation on any vehicle that is to be operated on a public highway. Most states have a specific law regarding the use of cut outs or exhaust bypass products. If you are unsure, check with your local Department of Motor Vehicles before installing.

Patriot does NOT recommend using these electric cut outs on Catalytic Convertor equipped vehicles, the extreme exhaust temperatures can damage the unit and will void the warranty of the cut outs. Installing before the Catalytic Convertor would violate EPA Emissions Laws.

Disconnect the Battery Before attempting Installation or Wiring.

Determine the ideal location on your vehicle to fit the cut outs.

Normally this will be somewhere in the first 12" behind the exhaust header collectors, but they can be installed anywhere before the mufflers. The closer to the collector, the louder and more effective the cut out will be. Be advised that adding the cut outs to your system will change the sound of your exhaust, even when in the closed position. This is due to the added sound chamber created by the Y and the cut out body. You will need a section of straight tubing 9 1/2" long to install the Y-Pipe. Make sure you also have at least 6" width from the outside of the exhaust for the cutout to clear any obstacles. Once you have determined the placement for your Y-Pipes, cut a section of tubing 5 1/2 - 6" long out of your exhaust (with approx. 2" of straight at both ends). The Y-Pipe will slip over the cut sections and be held in place using the supplied clamps, one at each end.

The cut out bolts to the Y-Pipe with the supplied gasket between the cut out and the flange. The turn down bolts to the opposite side and does not require a gasket. Use the supplied nuts, bolts, and washers, rotate the cut out and turn down to the desired position and tighten the bolts.

The Receiver/Power Relay can be mounted anywhere in the vehicle that is convenient for a power source. The Receiver/Power Relay box can be secured with the provided self-tapping screw or if you prefer with double sided tape (not provided). It does not have to be grounded. The Positive wire (red wire with inline fuse) can go directly to the battery, to a Key On wire source, or a suitable relay or solenoid. Do not wire the positive to any Ignition system power source as the wireless signal could cause ignition problems. The Ground wire (black wire with ring terminal) can go to any good body or chassis ground or directly to the battery. We have included a ring terminal, insulated spade, and Quick Lock splice to assist with your positive power source connection. If you are doing a dual installation, plug the short 'Y' harness into the plug on the Receiver/Power Relay, then plug the two intermediate harnesses into the 'Y' and route them back to the cut outs and plug them in. If you are installing a single cut out, disregard the 'Y' and use only one intermediate harness. Secure all wiring under the vehicle taking precaution to keep the wires away from any heat sources. To operate key fob, remove the battery protector. Push the open or close button to operate, there is no need to hold the button, it works automatically.

Tighten the three collector bolts after 100 miles.

