



CATALYTIC CONVERTER LOCK

CatClamp Maxx Model Installation Instructions



The installation instructions will guide you through the installation process using pictures and examples. These instructions cover the majority of installations. No two vehicles are the same; you may have to stray from the instructions from time to time. Product may differ slightly from details shown. Always wear safety glasses and always practice safe mechanic procedures.

Purchaser assumes the risk of installing this aftermarket component to their vehicle. JAM-CJ Innovative Products LLC cannot be held liable for any damages of any kind incurred to the purchaser, the purchaser's vehicle or any consequential damages arising from the purchase installation, use or misuse of the CatClamp™. The CatClamp™ is not intended for off road use.



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Always wear your safety glasses

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1. Be sure vehicle has not been running for at least one hour and catalytic converter is cool to the touch before proceeding.
2. Identify CatClamp™ assembly marked TOP (FIG 1). Place TOP assembly of CatClamp™ on top of catalytic converter.
3. Identify the Shim Kit and select the appropriate shims for your application. For help with this see Shim Kit Selection insert. Make sure shims are centered in all four of the collar halves.
4. Identify the bottom assembly of the CatClamp™ (FIG. 2), it is the assembly with the bolts sticking out of it and has four cables running through it.
5. Identify the Catkey™ installation tool (FIG 3.) and keep it close to you. Place the bottom CatClamp™ assembly under the catalytic converter and line the bolts up with the top assembly holes. Insert the Catkey™ installation tool through the hex hole of the bottom assembly and rotate it slightly until it engages into the bolt head, turn the bolt a few turns to start the bottom assembly to the top assembly. Repeat this step on the other three bolts. **DO NOT TURN THE BOLTS MORE THAN 1 ½ to 2 TURNS AT A TIME OR THE BOLT WILL GET IN A BIND AND THE CATKEY WILL NOT COME BACK OUT PROPERLY. REMEMBER THIS IS A SECURITY KEY; IT TAKES A BIT OF FINESSE TO GET IT TO WORK PROPERLY. DO NOT FORCE IT; IT JUST MAKES THINGS MORE DIFFICULT. IT WORKS FINE IF YOU TAKE YOUR TIME.**
6. Center the Catclamp™ over the catalytic converter. Also make sure the CatClamp™ does not make contact with any part of the vehicle other than the exhaust system. It should not touch anything else like heat shields, frame, transmission, engine etc.
7. Next, snug the CatClamp™ up on the pipes and use a manual Torque Wrench to torque each bolt to 40 Ft lbs on first collar. **DO NOT USE AIR RATCHET OR IMPACT DRIVER.** Then pull all the slack you can out of the Catclamp™ cables and snug up the other collar. (You may not be able to get all of the cables tight, It's OK). Use a manual torque wrench to torque each bolt to 40 Ft lbs on the other

collar. **DO NOT USE AIR RATCHET OR IMPACT DRIVER.** Remember to tighten in a criss-cross pattern and take your time with the Catkey™. If you have tightened the collar bolts and the collar is still loose on the pipe you may need to use the next size larger shims. See shim insert for help with this.

8. Now that your Catclamp™ is protecting your catalytic converter you must lock it to the vehicle frame/chassis. For this part we highly recommend wearing a good pair of gloves and asking another person to assist. Be careful the heavy duty cable that is required is very stiff and can be dangerous if not handled with care, **BE CAREFUL WHEN CUTTING THE CABLE TIES ON THE FRAME LOOPS.**

There is really no exact routing for each vehicle since every vehicle is a little different. The main objective is to lock the CatClamp™ and catalytic converter to the frame/chassis without touching any moving parts, damaging any vital components of the vehicle or letting the loop hang below the vehicle and risking it getting hung up on something during vehicle use. A recommended route is supplied (FIG. 6) but you may have to alter it for your application.

On the TOP assembly of the CatClamp™ you will see two holes near the top on each side without a cable in it, these are the holes used for locking the CatClamp™ to the vehicle frame/chassis with the frame/chassis Loops. One end of the frame/chassis loop supplied (FIG. 4) must be fed through the unused rear and then through the unused front hole in the top assembly of the CatClamp™ moving from the rear toward the front of the vehicle. The cable must then make a sweeping 180 degree turn and pass over the frame/chassis rail of the vehicle and back through a hole in the frame/chassis or under the frame/chassis rail. This is much easier with two people. **CHOOSE AN AREA OF THE FRAME/CHASSIS THAT DOESN'T HAVE LINES OR WIRES ON OR NEAR IT.** The Cable Clamp (FIG. 5) must then be put over the two ends of the cable and tightened with the Catkey™. Make sure the cable is in the cable grooves in the cable clamp and torque cable clamp to 40 Ft lbs.



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Inspect cable and cable ends and make sure they are not touching any moving parts of the vehicle such as a drive shaft, tires or shifter linkage. Also make sure they are not touching any brake lines, fuel lines or electrical wiring and/or components. Also make sure the cable loop does not hang down below the frame/chassis of the vehicle. Use heavy duty nylon cable ties to hold loose ends or divert cables from causing damage.

9. Repeat the above steps for the other loop
10. Periodically check all six bolts for proper torque, 40 Ft lbs.
11. Install Anti-Rattle spring kit per instructions.
12. You're done!!

For added security against illicit Catkey™ use you may choose to fill the six Catkey™ holes with silicone, epoxy or weld them shut. This may make your CatClamp™ a permanent part of your vehicle. **THANK YOU**

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Questions, concerns or suggestions please call (419) 478-1313
8:00-5:00 E.S.T. Ask for Jim