

DIESEL PERFORMANCE SYSTEMS INSTALLATION
INSTRUCTIONS FOR DPS 7 & 8: 2004 ½ CHEVROLET 6.6
L DURAMAX CONVERTER EQUIPPED ENGINE 5”
EXHAUST

REMOVAL OF ORIGINAL SYSTEM

- 1.) START UNDER THE HOOD. LOCATE THE TURBO. REMOVE THE V-CLAMP FROM THE TURBO OUTLET. LOOSEN THE BOLT ENOUGH TO UNLATCH THE T-BOLT, THEN PRY THE CLAMP AWAY FROM THE FLANGE AT THREE SPOTS USING A FLATHEAD SCREWDRIVER.

- 2.) FROM UNDERNEATH YOUR VEHICLE, REMOVE THE NUTS FROM THE BACK OF THE CONVERTER. CUT THE STOCK EXHAUST DIRECTLY BEHIND THE MUFFLER. SPRAY THE STOCK RUBBER HANGERS WITH LUBRICANT (WD-40 OR EQUIVALENT). USING A PRY BAR, REMOVE THE STOCK HANGERS FROM THE RUBBER GROMMETS. REMOVE THE STOCK EXHAUST SYSTEM FROM THE VEHICLE (WARNING: TO KEEP YOUR VEHICLE STREET LEGAL, YOU MUST REMOVE THE CONVERTER ASSEMBLY FROM THE STOCK TURBO DOWN PIPE & INSTALL IT INTO THE AFTERMARKET ASSEMBLY, FAILURE TO REINSTALL CONVERTER WILL MAKE VEHICLE **NOT STREET LEGAL**-SEE INSTALLATION STEP 1). REMOVE THE ORIGINAL BRACKET THAT BOLTS TO THE SIDE OF THE TRANSMISSION AND THE TAILSHAFT HOUSING. AFTER REMOVING THE BRACKET REPLACE THE BOLT IN THE TAILSHAFT HOUSING.

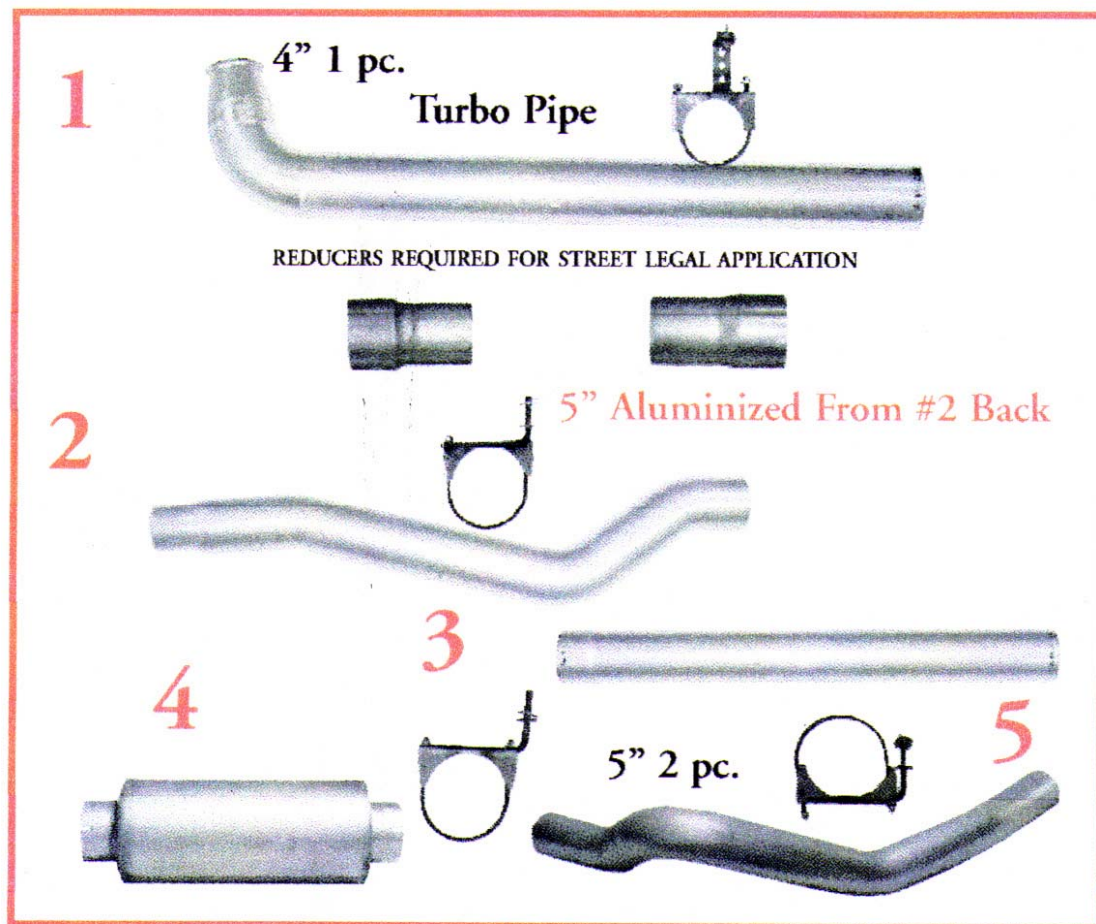
**INSTALLATION OF DIESEL PERFORMANCE SYSTEMS-5' EXHAUST
SYSTEM**

- 1.) LAY STOCK TURBO DOWN PIPE ASSEMBLY NEXT TO OUR TURBO PIPE. NOTE THE APPROXIMATE LOCATION OF CONVERTER IN STOCK ASSEMBLY THEN REMOVE CONVERTOR FROM STOCK PIPE (BE SURE TO LEAVE ENOUGH MATERIAL ON EACH END OF CONVERTER TO ATTACH OUR ADAPTERS SECURELY). INSTALL ADAPTERS TO CONVERTER USING 3.5" U-BOLT CLAMPS AND TIGHTEN CLAMPS. MEASURE ADPATER & CONVERTER ASSEMBLY AND CUT TURBO DOWN PIPE (TURBO 1) TO ACCOMMODATE CONVERTER (MAKE SURE TO LEAVE ENOUGH EXTRA MATERIAL TO FIT INTO SLIP JOINTS ON EITHER END OF PIPE). POSITION 4" U-BOLT CLAMPS ON BOTH ADAPTERS AND SNUG TO TURBO PIPE, DO NOT TIGHTEN COMPLETELY. FROM UNDERNEATH THE VEHICLE, INSTALL TURBO DOWN PIPE (TURBO 1). ROTATE THE TURBO PIPE AS NEEDED TO MATE UP TO THE TURBO OUTLET. REINSTALL THE V-CLAMP AT THE TURBO (REUSE THE STOCK CLAMP FOR THIS STEP). SNUG THE CLAMP DOWN SO IT WILL HOLD BUT CAN STILL BE MOVED. ATTACH HANGER #1 TO THE TRANSMISSION WITH SUPPLIED BOLT, THEN ATTACH TO THE TURBO PIPE. DO NOT TIGHTEN COMPLETELY.
- 2.) INSTALL ALL REMAINING HANGERS TO THE VEHICLE. TAKE THE HITCH PIN CLIP FROM THE ROD OF THE HANGER, REMOVE THE WASHER AND SLIDE THE HANGER ROD THROUGH THE RUBBER GROMMET. REINSTALL THE WASHER AND HITCH PIN CLIP. THE HANGERS ARE NUMBERED AND START WITH THE LOWEST NUMBER AT THE FRONT OF THE VEHICLE.

- 3.) POSITION THE BACK OF THE MUFFLER IN THE #3 HANGER (NOTE: YOU WILL NEED TO SUPPORT THE FRONT OF THE MUFFLER FOR STEP #4).
- 4.) INSTALL THE FIRST EXTENSION (EXTENSION 2) ON THE BACK OF THE TURBO PIPE. POSITION A 5" U-BOLT CLAMP AT THE CONNECTION BUT DO NOT TIGHTEN. PLACE #2 HANGER IN POSITION BUT DO NOT TIGHTEN.
- 5.) **DPS 7 ONLY** [HOLD THE SECOND EXTENSION (EXTENSION 3) UP BETWEEN THE FIRST EXTENSION AND THE MUFFLER OR MEASURE AND CUT FOR THE CORRECT WHEEL BASE (NOTE: BE SURE TO MEASURE LONG ENOUGH FOR THE TWO SLIP JOINTS. ONE OR BOTH EXTENSION MAY NEED TO BE CUT). AFTER CUTTING THE EXTENSION(S), INSTALL FRONT OF THE SECOND EXTENSION TO THE REAR OF THE FIRST EXTENSION.] INSTALL THE FRONT OF THE MUFFLER TO THE REAR OF THE SECOND EXTENSION. POSITION 5" U-BOLT CLAMPS AT THE CONNECTION BETWEEN THE EXTENSIONS AND AT THE MUFFLER. DO NOT TIGHTEN CLAMPS. PLACE HANGER #3 IN POSITION BUT DO NOT TIGHTEN.
- 6.) INSTALL THE TWO-PIECE TAIL PIPE (TAIL PIPE 5). ALIGN THE TAILPIPE BETWEEN THE SHOCK AND SPARE TIRE. THE SPARE TIRE MAY NEED TO BE MOVED TEMPORARILY. PLACE HANGER #4 IN POSITION BUT DO NOT TIGHTEN. INSTALL A 5" U-BOLT CLAMP AT THE CONNECTION OF THE TWO-PIECE TAIL PIPE.

- 7.) STARTING AT THE BACK OF THE TURBO PIPE (TURBO 1) ALIGN AND TIGHTEN ALL CLAMPS AND HANGERS FROM FRONT TO REAR OF THE VEHICLE, CHECKING FOR CLEARANCE AS YOU PROCEED.
- 8.) LASTLY, TIGHTEN THE V-CLAMP LOCATED AT THE TURBO OUTLET UNDERNEATH THE HOOD.
- 9.) INSTALL EXHAUST TIP TO YOUR PREFERENCE (EXHAUST TIPS SOLD SEPARATELY THROUGH OUR CATALOG).

DPS7



DPS8

