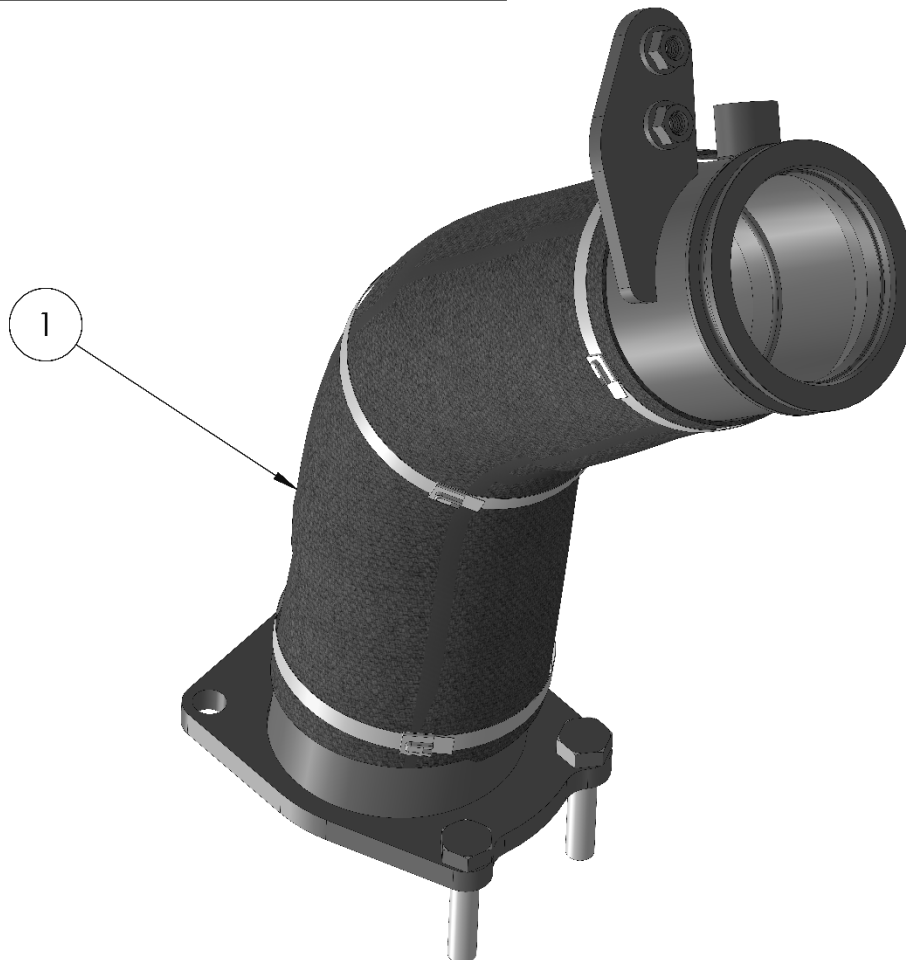


# GM8436

2017-UP CHEVROLET/GMC,  
SILVERADO/SIERRA, 2500HD/3500HD,  
L5P DURAMAX 6.6L, 3.5" DOWNPIPE

# MBRP®



ITEM	DESCRIPTION	QTY
1	DOWNPIPE	1

Refer to this LOT NUMBER when contacting customer service: \_\_\_\_\_

## PLEASE READ BEFORE STARTING INSTALLATION

While MBRP has made every effort to ensure that all components of this system are of superior quality and properly packaged, it is the installer's responsibility to ensure the following before removal of the factory exhaust:

- that ALL components shown above are present.
- that ALL mating components fit together.
- that there are no damaged components.
- that the system you have purchased is appropriate for your vehicle year, model and configuration.
- that the system will not interfere with any modifications previously installed or planned.
- that you have read and understand these instructions.

If you have any questions or are uncertain about any aspect of the installation of this system to your vehicle please contact your dealer before commencing installation.



Figure 1



Figure 2



Figure 3



Figure 4

## REMOVAL OF STOCK DOWNPIPE:

There are multiple methods available to gain access to the V-Band clamp securing the downpipe to the catalyst behind the turbocharger. On T1 platform vehicles (2020-UP), the wiper cowl can be removed for access, Steps 1-7 of this instruction manual follows this method. On K2 platform vehicles (2017-2019) the wiper cowl cannot be removed. Access can be gained by safely raising the cab after loosening its mounting bolts, or by the interim removal of the turbocharger and/or EGR cooler. Apply penetrating lubricant to all hardware to be removed.

## WIPER COWL REMOVAL:

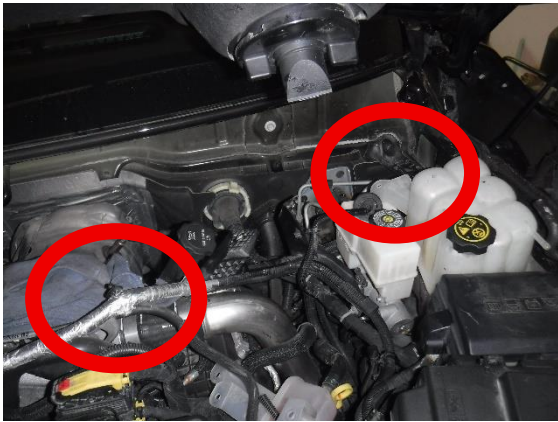
1. Pull on the plastic side covers between windshield and fenders to disengage retaining clips. Uninstall the foam side seals.  
**Refer to Figure 1.**

2. Uninstall the windshield wipers by removing the sealing caps, wiper arm nuts, and pulling wiper arms up. The wiper blades do not need to be removed to uninstall the wiper arms.

3. Uninstall the reinforced plastic panel by removing all of the push pin fasteners and disengaging the washer hose.  
**Refer to Figure 2.**

4. Uninstall the windshield wiper linkage by removing the plastic lower shield covering the linkage. Remove the two 10mm bolts securing the linkage to the cowl, being sure to retain all rubber bushings and washers. Disengage the harness connector to the wiper motor, pulling the connector through the grommet in the cowl.  
**Refer to Figure 3 and 4.**

5. Detach the wire harness from the wiper cowl by cutting two cable ties, disengaging the stud retaining clip on the passenger side, pulling the Christmas tree connector around the heat shielding, and removing the nuts holding the harness to the cowl where required. **The heat shielding does not need to be removed to detach the harness.**  
**Refer to Figure 5.**



**Figure 5**

6. Remove all remaining hardware retaining components to the cowl, reservoirs and cowl braces. Remove all hardware securing the cowl. The cowl braces can stay in place if the lower hardware securing them is loosened enough to push the braces aside.

**Refer to Figure 5 and 6.**

7. The cowl is sealed to the firewall with adhesive. Pull or pry on the cowl to de-bond it.

## **DOWNPIPE REMOVAL:**

8. Remove the wheel and fender liner.
9. Disengage the connector for the EGT probe by pulling back on its security tab, then remove the probe. Retain the EGT probe for reinstallation.

**Refer to Figure 7 and 8.**

10. Remove all hardware from the upper mounting bracket securing the downpipe to the cylinder head. Retain all hardware and upper bracket for reinstallation.

11. Access to the V-Band flange clamp is aided by uninstallation of some of the heat shielding on the passenger side of the catalyst. Remove the four bolts securing the heat shielding. Disengage the connector for the EGT probe in the catalyst, then remove the probe.

**Refer to Figure 7 and 9.**

12. Remove the V-Band clamp. Slightly pry up the locating tab on the V-Band clamp before loosening the nut on the clamp, until it can move freely.

**Refer to Figure 8.**

13. Remove the four nuts securing the downpipe to the exhaust front pipe, and the two bolts from the bracket securing the downpipe to the engine block. Retain all hardware and bracket for reinstallation.

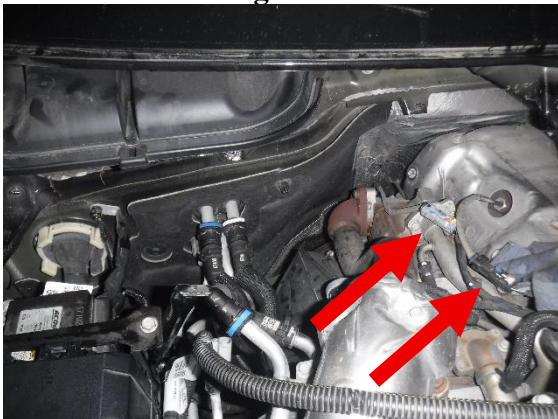
**Refer to Figure 10.**

14. Disengage the rubber insulators from the front pipe and push the front pipe down and to the center with a pry bar, pull the downpipe up to free it from the front pipe. Retain the donut gasket between the front pipe and downpipe for reinstallation.

**Refer to Figure 11.**



**Figure 6**



**Figure 7**



**Figure 8**



Figure 9

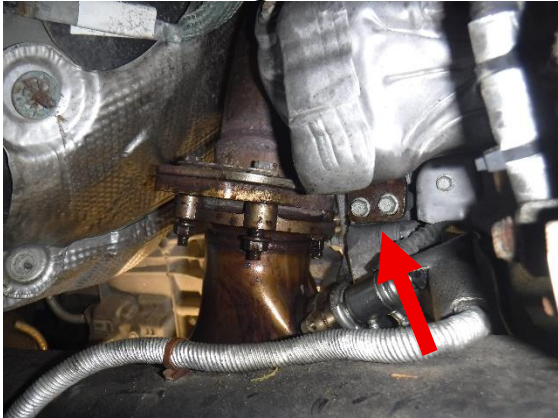


Figure 10



Figure 11



Figure 12

15. Remove the downpipe by spinning it counterclockwise, pulling it out above the frame rail.  
**Refer to Figure 12.**

## INSTALLATION OF MBRP DOWNPIPE:

1. Install the **Downpipe** from above the frame rail, spinning it clockwise to ease installation.
2. Loosely secure the **Downpipe** using the retained clamp at the V-Band flange connection.
3. Install the retained EGT probe.
4. Loosely install the retained upper and lower mounting brackets.
5. Install the retained donut gasket on the lower flange of the **Downpipe**.
6. Gently guide the front pipe up to the **Downpipe**, taking care to protect the threads of the hardware on the **Downpipe**.
7. Loosely secure the front pipe to the **Downpipe** using retained hardware. Reinstall insulator on front pipe.
8. Tighten all of the hardware on the **Downpipe**, starting with the V-Band clamp and working downstream.
9. Reconnect the EGT probes, and re-install all remaining removed components, re-bonding wiper cowl if removed.

**Congratulations!** You are ready to begin experiencing the improved performance and driving pleasure of your **MBRP** Downpipe.  
We know you will enjoy your purchase!