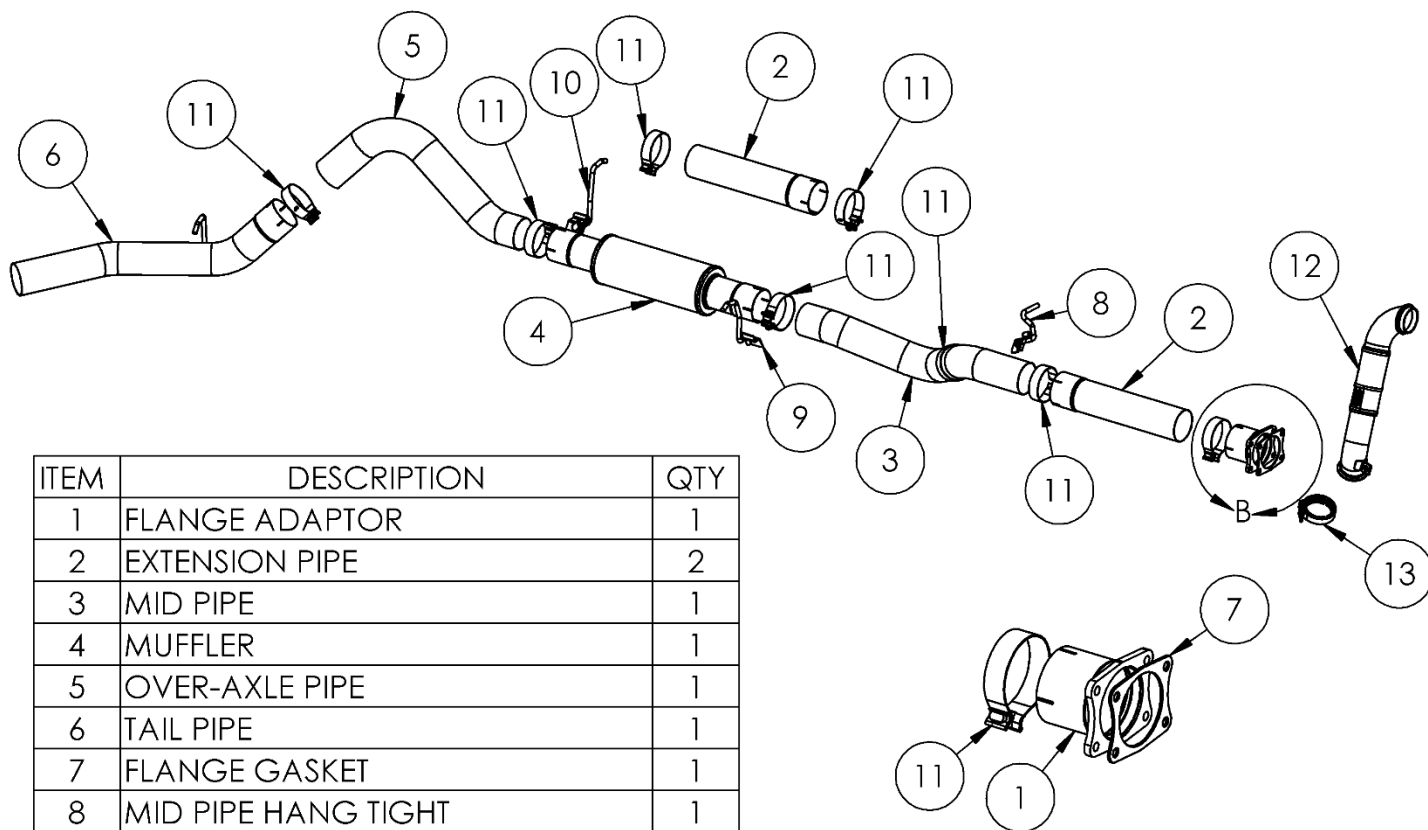


S6003P

2005 CHEV/GMC 2500/3500, EC/CC, 6.6L
DURAMAX, CAT-BACK, WITH CARB-APPROVED
DOWNPIPE
EO#: D-763-2

MBRP®



ITEM	DESCRIPTION	QTY
1	FLANGE ADAPTOR	1
2	EXTENSION PIPE	2
3	MID PIPE	1
4	MUFFLER	1
5	OVER-AXLE PIPE	1
6	TAIL PIPE	1
7	FLANGE GASKET	1
8	MID PIPE HANG TIGHT	1
9	SHORT MUFFLER HANG TIGHT	1
10	LONG MUFFLER HANG TIGHT	1
11	4" BAND CLAMP	8
12	DOWN PIPE	1
13	V-BAND CLAMP	1

DETAIL B
SCALE 1 : 10

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

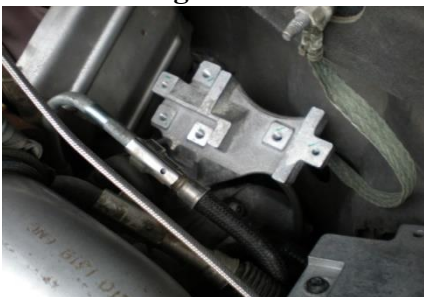


Figure 5

Removal of Stock System:

1. Secure the vehicle on jack stands.
2. Remove the passenger-side front wheel.
3. Remove the passenger-side front inner wheel well liner.
4. Loosen the band clamp that connects the down pipe to the front pipe. Retain the band clamp for installation.
Refer to Figure 1.
5. Remove the bolt securing the down pipe to the exhaust manifold.
Refer to Figure 2.
6. Remove the bolts from rear of the front pipe located behind torsion bar cross member.
7. Remove the front pipe from the Vehicle.
8. Remove the dipstick from the transmission.
9. Loosen the two nuts that retain the transmission dipstick to engine block. Remove the dipstick tube from the transmission and remove from the vehicle.
Refer to Figure 3.
10. Remove the three bolts at the top of the turbo heat shield and rotate to rear. This will allow access to the top band clamp of the down pipe. If the clamp is rotated to the bottom you may need to remove the bolts from the computer module located to the driver side of turbo to allow access to the upper band clamp. Retain the fasteners for installation. **Refer to Figure 4 & 5.**
11. Loosen the upper band clamp on the down pipe.
12. With the band clamp removed, apply slight pressure to the down pipe pushing from the turbo exhaust housing.

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Figure 6



Figure 7



Figure 8



Figure 9

(Hanger may not be as shown)

13. Remove the factory down pipe from underside of the vehicle between the frame and transmission. **Figure 6** shows the stock down pipe removed.

14. Apply a penetrating lubricant liberally to all exhaust fasteners, hangers and rubber insulators.

15. Using a 15mm socket or wrench, disconnect the factory exhaust system at the four-bolt flange located behind the catalytic converter. If the vehicle is not equipped with a catalytic converter disconnect the four-bolt flange located approximately under the passenger side seat. Refer to **Figure 8**. Do not discard these nuts as they are required for the installation.

16. Remove the exhaust system from the rubber insulators and remove from under the vehicle. If a hoist is not available for use, it may be necessary to cut the tail pipe behind the muffler for removal of the system.

Installation of MBRP Inc. Performance Exhaust:

1. Feed the MBRP **Down Pipe** into area between the Transmission and the Frame.
2. Fully insert the **Down Pipe** into the exhaust housing of turbo until the flange on the turbo and **Down Pipe** are flush.
3. Loosely fit the band clamp on the upper turbo and down pipe connection to keep the **Down Pipe** from falling out but allowing it to rotate slightly. Refer to **Figure 7**.
4. Reinstall the transmission dipstick into the transmission and the two nuts to the back of the bell housing.
5. Secure the **Down Pipe** to the bracket on the exhaust manifold using the original bolt.
6. Place the **Gasket** provided over the studs located on the factory four bolt flange. Attach the **Flange Adaptor** to the four-bolt flange using the existing hardware. Refer to **Figure 9**.
7. Install the **Extension Pipe** into the **Flange Adaptor** and loosely install a **4" Band Clamp**. The **Extension Pipe** does not require cutting to fit Crew Cab trucks. For extended cab trucks, approximately 9½" needs to be cut off the straight section of pipe. (**Installation tip:** Temporarily hang the **Mid Pipe** and **Muffler** in place and measure to the **Flange Adaptor** to verify the length required).
8. Install the **Mid Pipe** into the **Extension Pipe**, placing the bend around and under the cross member. Rotate the pipe to position the bend towards the driveshaft. Refer to **Figure 10**.



Figure 10

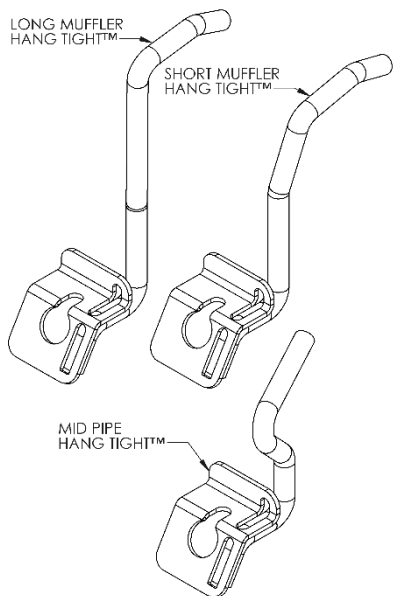


Figure 11



Figure 13



Figure 14

9. Position **Mid Pipe** as shown and loosely install the **Mid Pipe Hang Tight™** (See **Figure 12** for Hang Tight instructions and **Figure 11** for Hanger clarification). Refer to **Figure 13**.

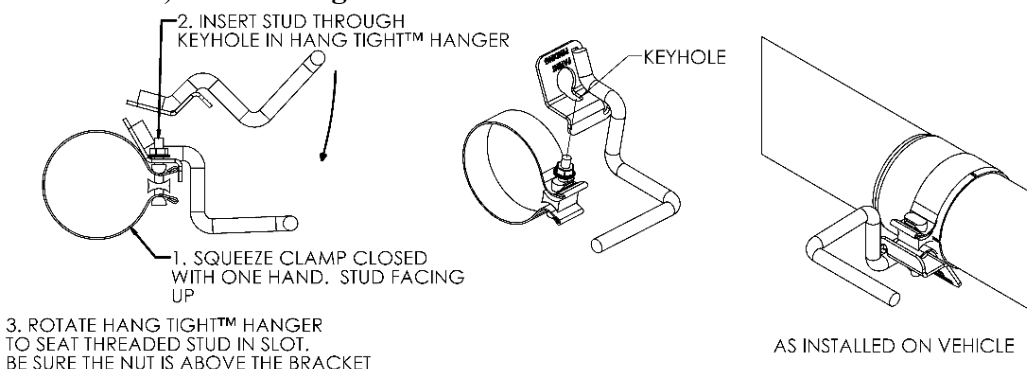


Figure 12 (Hang Tight™ Hanger not exactly as shown)

10. Crew cab & extended cab long bed trucks require the use of the 18" **Extension Pipe** provided. This is to be positioned between the **Muffler** and the **Mid Pipe**. The 18" **Extension Pipe** is not required with short box trucks.

11. Install the **Short Muffler Hang Tight™** and **Muffler** onto the **Extension Pipe** or **Mid Pipe**. Refer to **Figure 14**.

12. Install the **Long Muffler Hang Tight™** at the connection between the **Muffler** and the **Over Axle Pipe** and into the OEM rubber hanger at this position. Do not install over Axle pipe yet. Refer to **Figure 15**.

13. Slide the **Tail Pipe** and 4" **Band Clamp** onto the **Over Axle Pipe**. Install the assembly from the rear of the truck, over the axle and attach to the **Muffler Outlet**. Install the tail pipe hanger into the OEM hanger, adjust for best axle clearance and **Tail Pipe** exit location to complete. Refer to **Figure 16**.

12. Reinstall the band clamp securing the front pipe to the **Down Pipe**.

13. Tighten the upper band clamp securing the **Down Pipe** to the turbo housing.

14. Replace the upper heat shield and secure it using the original bolts and reinstall the electronic module if needed.

15. Carefully align the system. Align the edge of each band clamp with the edge of the joint it is connecting. Tighten all hardware and clamps, starting at the front and working rearward to secure the system. Check along the full length of the exhaust system to ensure there is adequate clearance for fuel lines, vent lines, brake lines, frame, bodywork, suspension and any wiring, etc. If there is any interference detected, relocate or adjust to provide adequate clearance.

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Figure 15



Figure 16

16. Ensure all clamp connections are secure and components are unable to rotate or slide. Band clamps require approximately 45 lb-ft (60 Nm) of torque. Verify clearances, system security and band clamp torque after 30-60 miles (50-100 km) of driving.

17. Start the vehicle to check for exhaust leaks.

18. Reinstall the inner fender liner and wheel.

Congratulations! You are ready to begin experiencing the improved power, sound and driving excitement of your **MBRP** Ltd. performance exhaust system. We know you will enjoy your purchase.