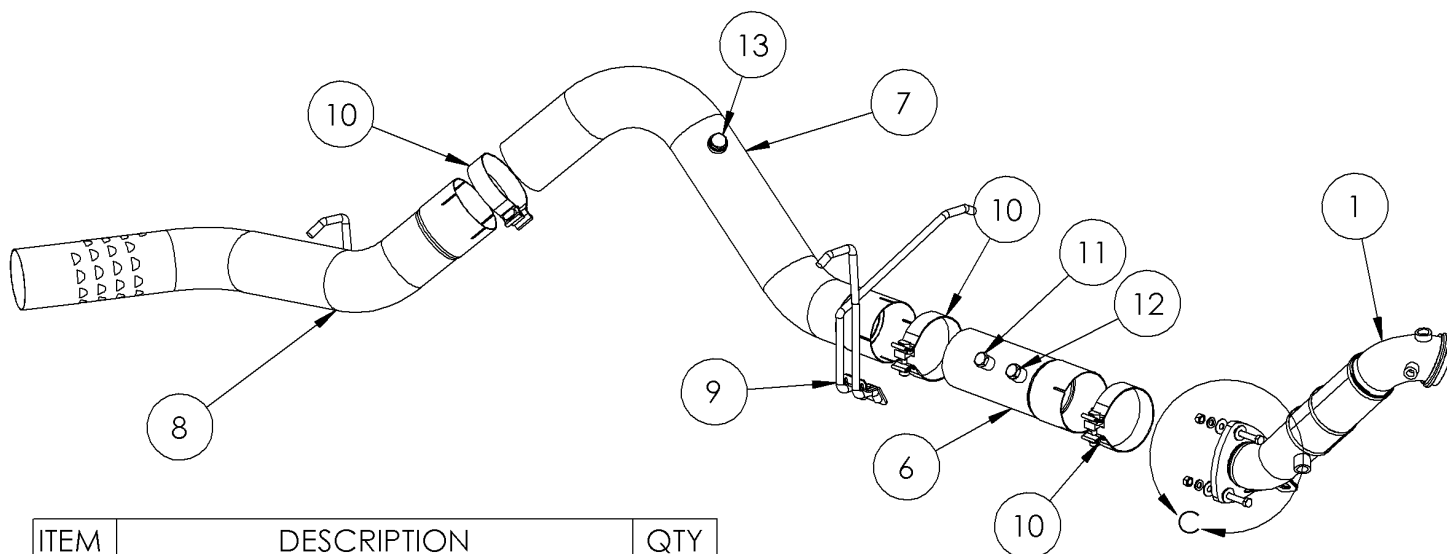


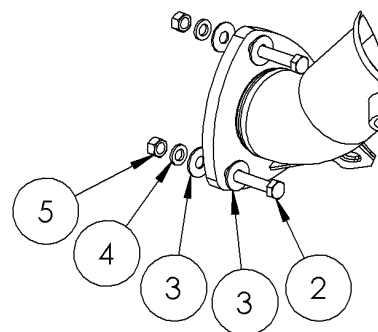
S6009PLM

2015-2016 CHEV/GMC 2500/3500, EC/CC, 6.6L
DURAMAX, PARTICULATE FILTER BACK, WITH
CARB-APPROVED DOWNPIPE
EO#: D-763-2

MBRP®



ITEM	DESCRIPTION	QTY
1	DOWNPIPE	1
2	BOLT, HEX	3
3	3/8" FLAT WASHER	6
4	3/8" LOCK WASHER	3
5	3/8" HEX NUT	3
6	EXTENSION PIPE	1
7	OVER-AXLE PIPE	1
8	TAIL PIPE	1
9	HANG-TIGHT™ HANGER	1
10	4" BAND CLAMP	3
11	M14 PLUG	1
12	M16 PLUG	1
13	M22 PLUG	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.

Removal of Stock System



Figure 1



Figure 2



Figure 3

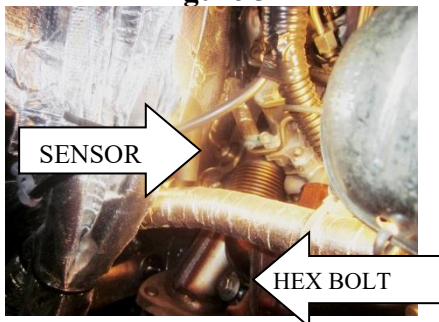


Figure 4



Figure 5

1. Apply a penetrating lubricant liberally to all hangers and rubber insulators.
2. Mark a cut line 2.75" in front of the hanger that is behind the rear axle on the factory system.
3. Disconnect and remove any sensors located in the section of the factory exhaust being removed. Retain these sensors as they will be reused. Note; sensors are on 2016 trucks only.
4. Verify the cut line. It should be approximately 24" from the front of the axle tube. You can also leave the factory pipe long and line up the supplied Over-Axle Pipe expansion before making the final cut. Cut the factory pipe at the cut line.
Refer to **Figure 1**.
5. Unhook the three factory rubber insulators from the exhaust and remove the factory pipe.
6. Remove the passenger-side inner fender. See **Figure 2**.
Note: we also removed the Grille Assembly to prevent damage to it during the removal or installation of the down pipe.
7. Now the front pipe needs to be removed. Carefully disconnect all sensors and loosen the four flange nuts on the rearward part of the front pipe. The transmission cross-member will need to be temporarily dropped to remove the front pipe. Remember to support the transmission with a block or jack stand while doing the transmission cross-member removal.
See **Figure 3**.
8. Remove the hex bolt securing the down pipe to the exhaust manifold. Remove the sensor located just above the hex bolt. The 3 nuts connecting the front pipe to the down pipe can also be removed. Save the hex bolt, nuts and sensor for the installation.
See **Figure 4**.
9. The front pipe has a hanger mounted to the transmission that will also have to be removed. Remove the bracket from the transmission.
See **Figure 5**.
10. Remove the combination stud/bolt from the transmission bellhousing just above the locating dowel. It has already been removed in **Figure 6**. This is to allow the clearance necessary to remove the down pipe.

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Figure 6

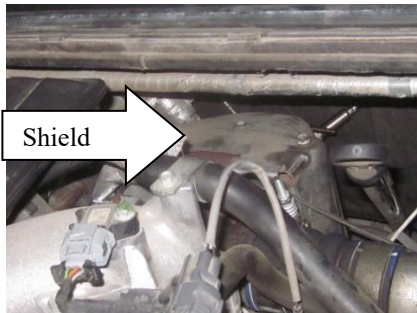


Figure 7

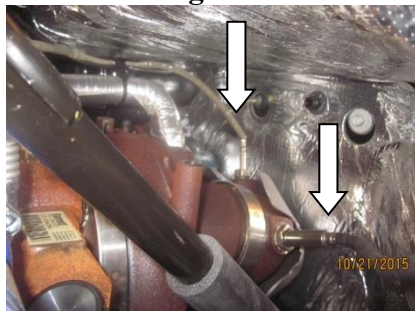


Figure 8



Figure 9



Figure 10

11. The heat shield on top of the turbo will need to be removed. The 2 stock sensors on the top of the down pipe need to be carefully removed. Set the sensors aside and save for the installation. The stock V-Band clamp can be removed, and saved for the installation.

See **Figures 7 & 8**.

12. From the underside of the vehicle, carefully slide the stock down pipe out between the frame and transmission. You will need to raise the rear of the engine as high as possible to begin with, once the down pipe is halfway out, you will need to lower the rear of the engine to the normal height to get the pipe the rest of the way out.

13. Carefully remove the factory “donut” gasket from the stock down pipe.

Installation of MBRP Performance Exhaust

1. Install the factory “donut” gasket onto the Down Pipe.
2. Slide the Down Pipe up from the underside of the vehicle. You may wish to barely start the hex bolt through the Down Pipe mounting bracket to stop it from falling back out. Mate the flange up to the turbo and install the V-Band clamp at the turbo. Leave the clamp slightly loose to allow for some rotation.
3. Loosely secure the Down Pipe to the exhaust manifold with the hex bolt from the stock down pipe. Finish tightening the V-Band at the turbo and then finish tightening the bolt on the exhaust manifold.
4. Install the stock sensors into the Down Pipe. One is located along the lower section of the Down Pipe (Refer to **Figure 9**.) The other two sensors are located closer to the turbo.
5. The front pipe can then be reinstalled using the supplied 3/8” Bolts, Flat Washers, Lock Washers and Nuts; as well as the factory hardware for the 4-bolt flange.
See **Figure 10**.
6. Reinstall the transmission cross-member. Reinstall the exhaust hanger to the transmission. Reconnect all the sensors to the front pipe.
See **Figure 11**.
7. Reinstall the passenger-side inner fender.
8. Reinstall the turbo heat shield. See **Figure 12**.

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9. Install the **Hang Tight™** onto a **Clamp** using the procedure shown below. Snug up the nut to keep the bracket from falling out. (Hang Tight™ hanger not exactly as shown)



Figure 11

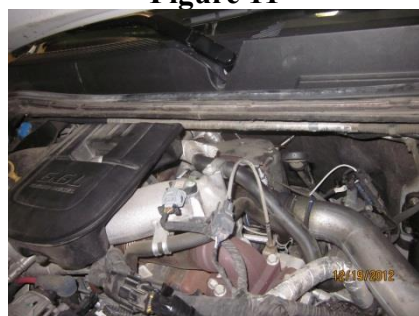
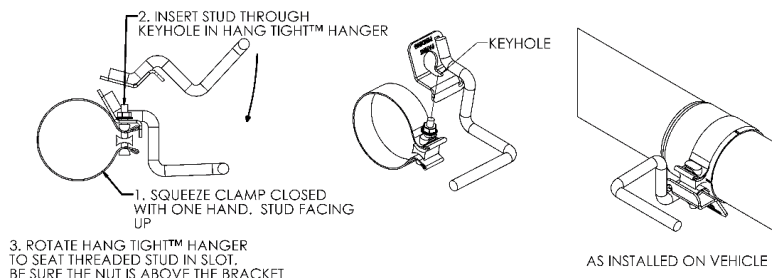


Figure 12



Figure 13



Figure 14

10. Place a **Clamp** over the factory extension pipe and install the **Extension Pipe** over the factory extension pipe. On 2016 and newer vehicles ensure the sensor bungs are aligned to allow sensor installation.

Refer to Figure 13.

11. Using the hanger assembly from Step 9, install the **Over-Axle Pipe** onto the **Extension Pipe** and install the hangers into the factory insulators.

12. Place a **Clamp** on the inlet of the **Tailpipe** and install it onto the **Over Axle Pipe**.

13. Install the **Tailpipe** hanger into the factory rubber hanger. **Refer to Figure 14.**

14. Once everything is aligned, completely tighten all **Clamps**.

15. Remove the threaded Plugs in the **Over-Axle Pipe** and **Extension Pipe** and Reinstall any sensors previously removed. Note; 2015 trucks use no sensors, and 2016 trucks uses one sensor.

16. Check along the whole length of the exhaust system to ensure that there is adequate clearance around the spare tire, fuel and brake lines or any wiring. If any interference is detected, relocate or adjust.

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

Congratulations! You are ready to begin experiencing the improved power, sound and driving experience of your

MBRP performance exhaust system. We know you will enjoy your purchase.