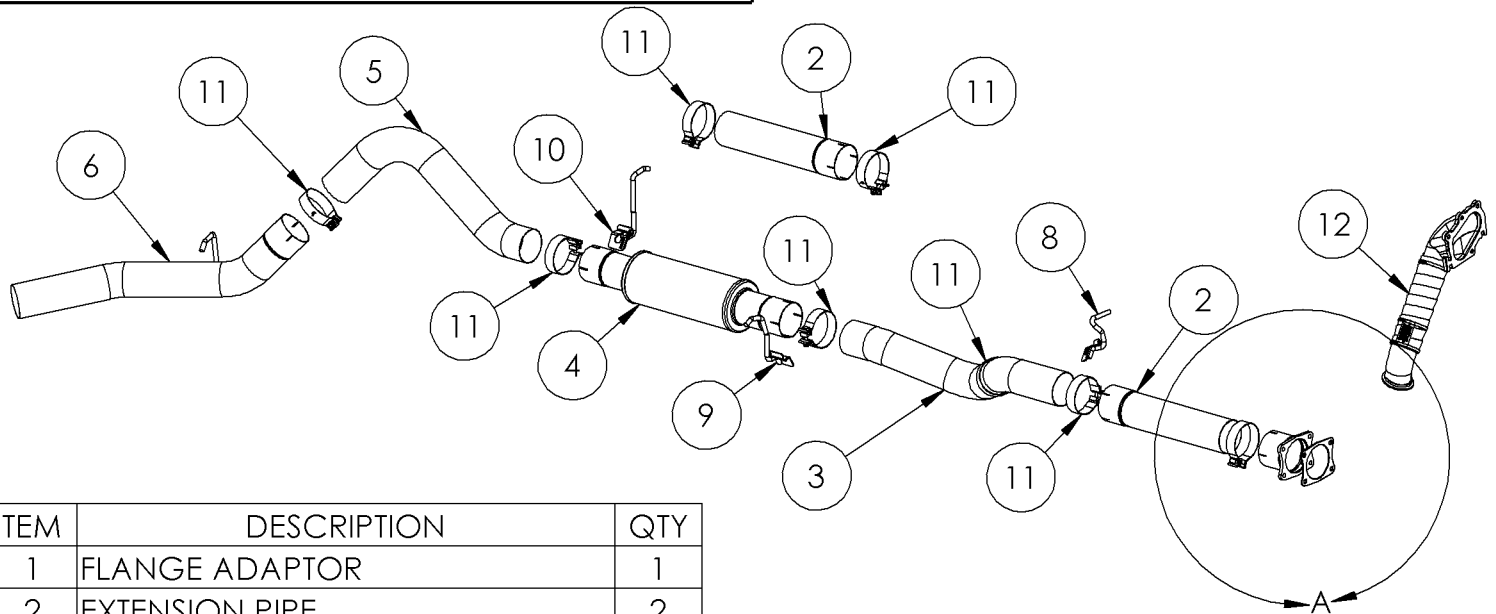


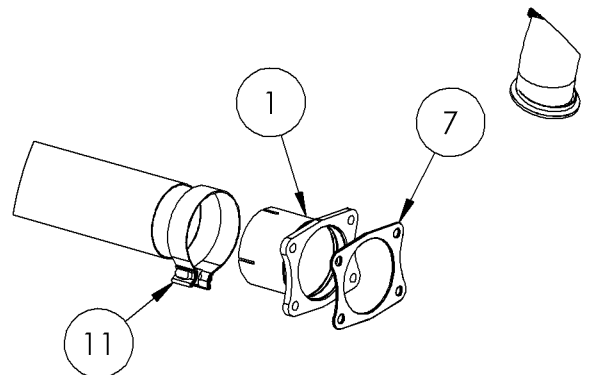
S6001P

2001-2004 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



DETAIL A
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.

Removal of Stock System



Figure 1



Figure 2



Figure 3



Figure 4

1. Start by disconnecting the battery, place the front of the truck on jack stands, and remove the front passenger tire followed by removing the plastic inner fender.

See Figure 1.

2. Loosen the OEM V Band Clamp at the OEM Down Pipe outlet. Using zip ties, wire or something similar, pull the Front Pipe away from the joint to allow for more room to remove the OEM Down Pipe.

See Figure 2.

3. Remove the bolt securing the OEM Down Pipe to the passenger side Exhaust Manifold. Remove the Transmission Dipstick.

4. Remove the three [3] bolts attaching the OEM Turbo Heat Shield and set aside. You will require these bolts later.

See Figure 3.

5. Remove the four [4] bolts attaching the OEM Down Pipe Heat Shield. Remove the Heat Shield and discard.

See Figure 4.

6. Remove the six [6] fasteners connecting the OEM Down Pipe to the Turbo Outlet Flange. These fasteners are very tight and may require heating and/or significant leverage to break free.

See Figure 5.

7. Remove the OEM Down Pipe through the opening above the frame rail in the passenger side wheel well.

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

9. 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 6. Do not discard these nuts as they are required for the installation.**

10. 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.

MBRP

Installation of MBRP Exhaust System



Figure 5



Figure 6



Figure 7



Figure 8



Figure 9

1. Install the MBRP **Down Pipe** through the passenger wheel well. You may require assistance to guide the **Down Pipe** into position. A replacement **Gasket** is supplied in case the original is damaged. Reuse the original steel gasket if it is intact. Reinstall the previously removed fasteners. See **Figure 7**.

2. Reinstall the Transmission Dipstick. It may be required to shim the mounting bracket rearward with washers to provide clearance from the **Down Pipe**.

3. Reconnect the Front Pipe to the **Down Pipe** with the previously removed V Band Clamp.

4. Reinstall the OEM Turbo Heat Shield, plastic inner fender, and reinstall the passenger tire.

5. 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 8**.

6. 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).

7. Install the **Mid Pipe** into the **Extension Pipe** placing the bend around, under the cross member. Rotate the pipe to position the bend towards the driveshaft. Refer to **Figure 9**.

8. Position **Mid Pipe** as shown and loosely install the **Mid Pipe Hang Tight™** (See **Figure 10** for Hang Tight instructions and **Figure 11** for Hanger clarification). Refer to **Figure 12**.

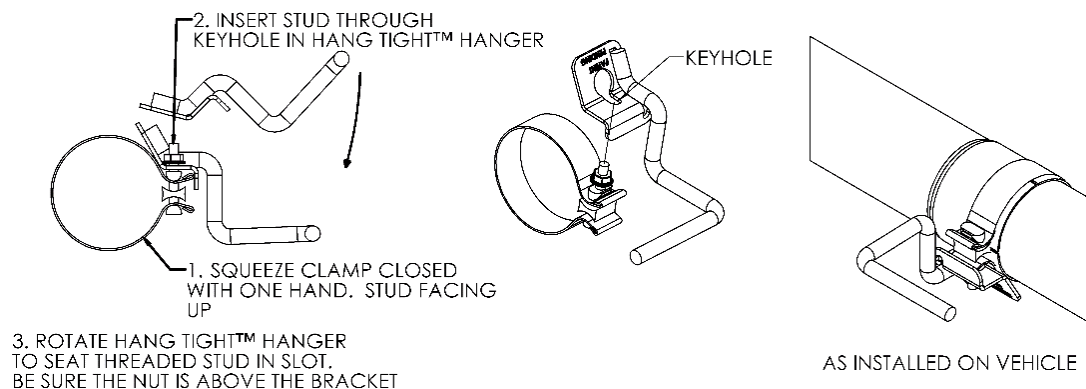


Figure 10 (Hang Tight™ Hanger not exactly as shown)

MBRP

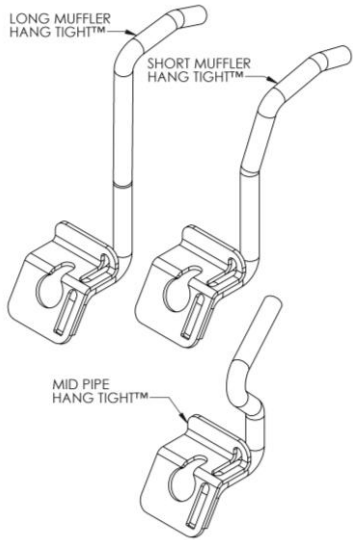


Figure 11



Figure 12



Figure 13



Figure 14



Figure 15

9. 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.

10. Install the **Short Muffler Hang Tight™** and **Muffler** onto the **Extension Pipe** or **Mid Pipe**. Refer to **Figure 13**.

11. 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 14**.

12. 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 15**.

13. 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.

14. 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.

Congratulations! You are ready to begin enjoying the improved performance and driving experience of your **MBRP** Ltd. performance exhaust system. We know you will enjoy your purchase.