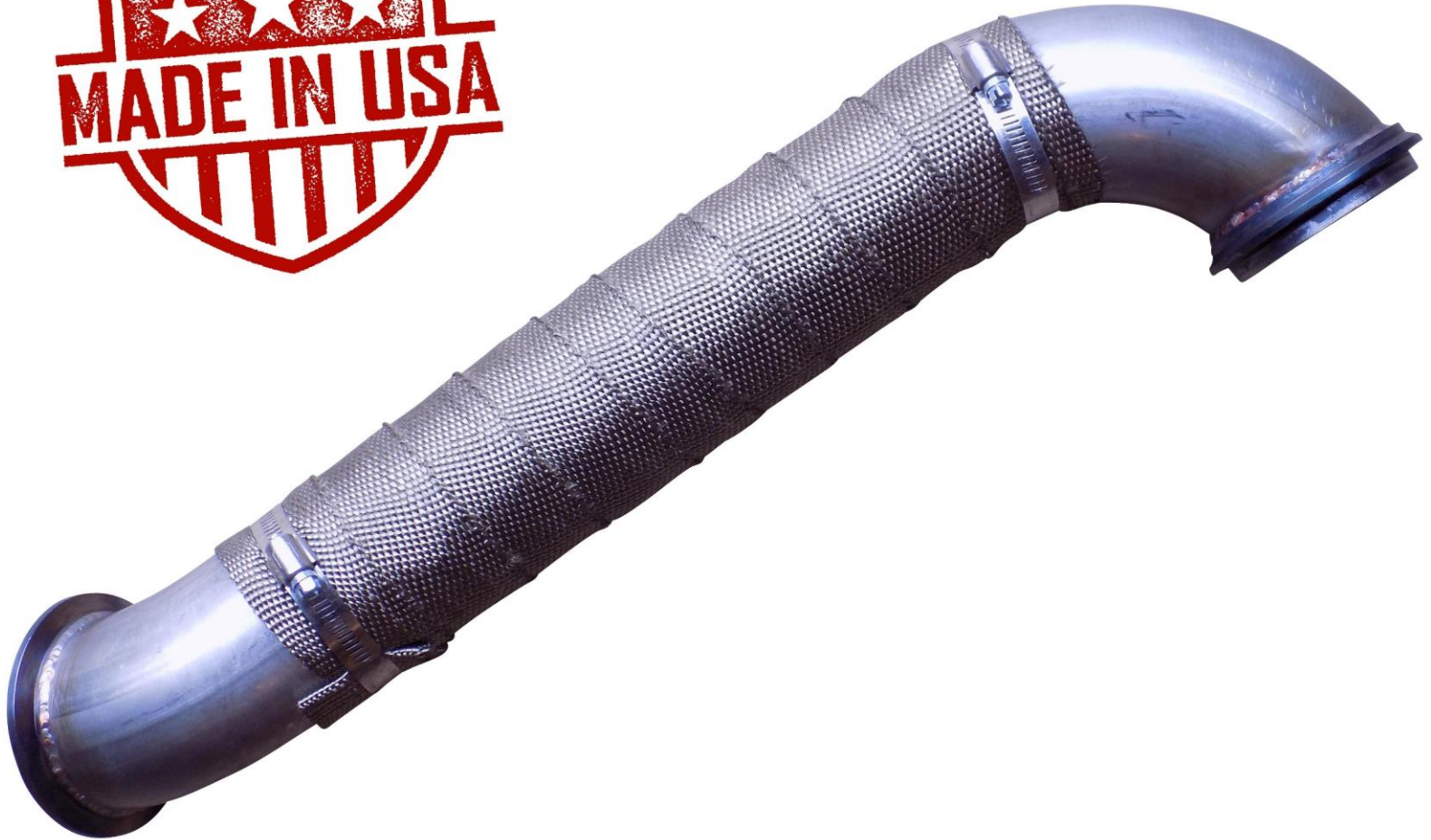


 **K.B.D** *Diesel Performance* PRODUCTS



Includes:

1. KBDP Downpipe

1: Disconnect the batteries.

2: Remove the passenger side inner fender

3: Remove the heat shield located at the rear of the turbo. Then loosen the V-band clamp located at the rear of the turbo. (LB7 engines – Remove the bolts holding the downpipe flange to the turbo.)

4: Remove the V-band clamp located at the bottom of the downpipe. Then unbolt the support bracket. (If it's not already cracked or broken)

5: Pry the downpipe back from the top. Soot & corrosion can make it hard to remove the OEM downpipe from the turbo outlet. Wiggle it and carefully pry until it comes loose. It may help to loosen the lower exhaust mounts and use a strap to hold it off to the side.

6: Now decide if you'd rather remove the transmission dipstick tube or the passenger side turbo up pipe. If the up pipe has been removed in the past, chances are it will be easier to remove it compared to removing the dipstick tube. If you have aftermarket up pipes the passenger side up pipe will need to be removed.

The passenger side up pipe is held in place with six 12 point fasteners which are typically very tight. You will also need new gaskets for the joints.

The dipstick tube is held in place by 2 nuts near the firewall & top of the transmission. You will also have to lay underneath the truck and push the dipstick tube out of the transmission. This is very difficult and often requires you to replace the rubber grommet after its removed.

7: After obtaining more working room, side the OEM downpipe out.

8: If the up pipe was removed be sure to slide the KBDP downpipe into place with the up pipe. If they are not slid into place together you may not be able to get the downpipe into place.

9: Align all the parts and install all hardware and clamps snugly. Make any adjustments needed. Typically, the transmission dipstick tube needs to be bent backwards. Be sure the downpipe is not rubbing on the up pipe or the up pipes bellows as this will damage the bellows.

10: Torque all hardware and clamps to OEM specifications. Double check that everything is reinstalled.

11: Reinstall the inner fender.

12: Connect the batteries.

Congratulations on your installation!



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