



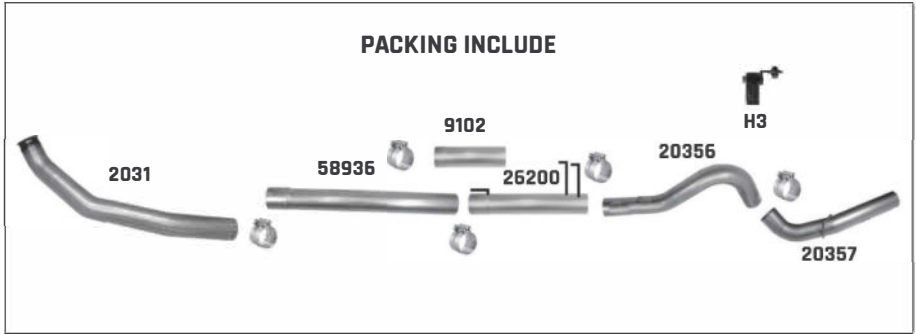
5" DPF TURBO-BACK PIPE

2003-2004 Dodge 5.9L Cummins

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WARNING

BEFORE YOU BEGIN, VERIFY THAT YOU RECEIVED THE RIGHT KIT&EACH PART LISTED ON THE REVERSE PAGE.

INSTALLATION NOTES

Note: Prior to installation, please compare the parts that you have received with the bill of materials listed above to ensure that you have all the necessary parts for installation.



INSTALLATION STEPS

Step 1: EMOVAL OF ORIGINAL SYSTEM Starting at turbo, remove the band clamp from the down pipe at the turbo. Loosen the bolt enough to unlatch the clamp then pry the clamp away from the flange at three spots with a flathead screw-driver. Remove clamp. (Note: keep the stock band clamp, as it will be used with the new system).

Step 2: Cut the exhaust in two places. First cut the down pipe next to the transmission and second in front of the muffler. Spray the hangers with WD-40 or Loosen-All and then pry hangers from the rubber and remove the factory exhaust. (Note: a saw or hacksaw is the preferred method of cutting exhaust).

Step 3: Make sure to place the clamps on all connections before installation of pipes and mufflers.

Step 4: Install #2031 using factory turbo band clamp. Snug the clamp down so it will hold pipe but the pipe can still be moved. Be sure to insert rod into hanger.

Step 5: Temporarily hang muffler replacement pipe in factory rubber hangers. Measure from rear of pipe #2031 to the front connection of muffler this is the cut length of pipe #58936. For longer wheelbases, part# 9102 will be needed. (Note: be sure to allow for tubing connections, approx. 5". Make sure to cut from the non-reduced end of pipe).

Step 6: Install #58936. (Note: be sure to put clamps on connections before installing pipes and muffler). Install pipe #20356 into rear connection of muffler replacement pipe.

Step 7: Install tail pipe #20357. (Note: the hanger is bolted from inside the frame using the factory hole in the frame above the hanger on pipe #20357).

Step 8: Snug the clamps down so they will hold the pipe but the pipe can still be moved with some effort. Check for clearances: i.e. brake lines may have to be moved or e-brake cables as well as axle vent tube. Also check to make sure that the exit of tail pipe is level with truck.

Step 9: Starting at pipe #2031, tighten turbo band clamp, then starting at front clamp work your way to the back connection tightening as you go. (Note: a mig weld should be applied to clamp connections for added security). DO NOT WELD CLAMPS.



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