

**DIESEL PERFORMANCE SYSTEMS INSTALLATION  
INSTRUCTIONS FOR DPS 17: 2004 ½ DODGE 2500/3500  
SERIES 5.9L CUMMINS H.O. CONVERTER EQUIPPED  
ENGINE 5" EXHAUST**

**REMOVAL OF ORIGINAL SYSTEM**

- 1.) START UNDER THE HOOD. LOCATE THE TURBO. REMOVE THE V-CLAMP FROM THE TURBO OUTLET. LOOSEN THE BOLT ENOUGH TO UNLATCH THE T-BOLT, THEN PRY THE CLAMP AWAY FROM THE FLANGE AT THREE SPOTS USING A FLATHEAD SCREWDRIVER.
- 2.) FROM UNDERNEATH YOUR VEHICLE, CUT THE STOCK SYSTEM IN TWO PLACES. FIRST, CUT THE TURBO DOWN PIPE NEXT TO THE TRANSMISSION JUST AFTER THE BEND WHERE THE PIPE BECOMES LEVEL. SECOND, CUT THE STOCK EXHAUST DIRECTLY BEHIND THE MUFFLER. SPRAY THE STOCK RUBBER HANGERS WITH LUBRICANT (WD-40 OR EQUIVALENT). USING A PRY BAR, REMOVE THE STOCK HANGERS FROM THE RUBBER GROMMETS. REMOVE THE STOCK EXHAUST SYSTEM FROM THE VEHICLE (WARNING: TO KEEP YOUR VEHICLE STREET LEGAL, YOU MUST REMOVE THE CONVERTER ASSEMBLY FROM THE STOCK TURBO DOWN PIPE & INSTALL IT INTO THE AFTERMARKET ASSEMBLY, FAILURE TO REINSTALL CONVERTER WILL MAKE VEHICLE **NOT STREET LEGAL**-SEE INSTALLATION STEP 1).

**INSTALLATION OF DIESEL PERFORMANCE SYSTEMS-5" EXHAUST  
SYSTEM**

- 1.) LAY STOCK TURBO DOWN PIPE ASSEMBLY NEXT TO OUR TURBO PIPE. NOTE THE APPROXIMATE LOCATION OF CONVERTER IN STOCK ASSEMBLY THEN REMOVE CONVERTER FROM STOCK PIPE (BE SURE TO LEAVE ENOUGH MATERIAL ON EACH END OF CONVERTER TO ATTACH THE ADAPTERS SECURELY). INSTALL ADAPTERS TO CONVERTER USING 4" U-BOLT CLAMPS AND TIGHTEN CLAMPS. MEASURE ADAPTER & CONVERTER ASSEMBLY AND CUT TURBO DOWN PIPE (TURBO 1) TO ACCOMMODATE CONVERTER (MAKE SURE TO LEAVE ENOUGH EXTRA MATERIAL TO FIT INTO SLIP JOINTS ON EITHER END OF PIPE). POSITION 5" U-BOLT CLAMPS ON BOTH ADAPTERS AND SNUG TO TURBO PIPE, DO NOT TIGHTEN COMPLETELY. FROM UNDERNEATH THE VEHICLE, INSTALL TURBO DOWN PIPE (TURBO 1). ROTATE THE TURBO PIPE AS NEEDED TO MATE UP TO THE TURBO OUTLET. REINSTALL THE V-CLAMP AT THE TURBO (REUSE THE STOCK CLAMP FOR THIS STEP). SNUG THE CLAMP DOWN SO IT WILL HOLD BUT CAN STILL BE MOVED. ATTACH HANGER #1 TO THE TURBO PIPE. DO NOT TIGHTEN COMPLETELY.
- 2.) TAKE THE RUBBER GROMMET FROM THE FRAME MOUNT THAT IS LOCATED AT THE FRONT OF THE ORIGINAL MUFFLER. THIS GROMMET WILL BE USED FOR HANGERS #2A & #2B. MOST, BUT NOT ALL DODGE TRUCKS HAVE A PRE-EXISTING HOLE IN THE FRAME FOR HANGER #2A. IF THE HOLE IS NOT PRESENT IN THE FRAME ALREADY YOU WILL NEED TO DRILL A HOLE TO MOUNT TO HANGER 2A MIDWAY ON EXTENSION 2 USING THE BOLT SUPPLIED. USING THE RUBBER GROMMET FROM THE FACTORY SYSTEM, INSTALL THE 2A HANGER AND THEN INSTALL HANGER 2B. INSTALL ALL THE REMAINING HANGERS. THE HANGERS ARE NUMBERED

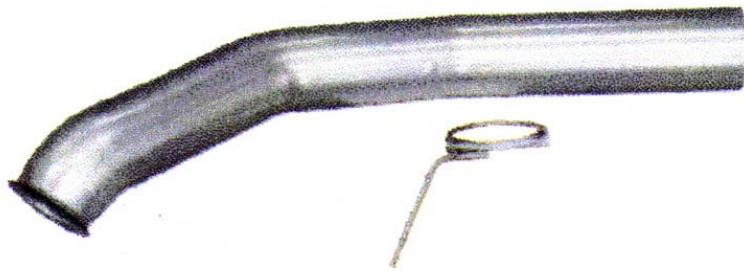
AND START WITH THE LOWEST NUMBER AT THE FRONT OF THE VEHICLE.

- 3.) POSITION THE BACK OF THE MUFFLER IN THE #3 HANGER (NOTE: YOU WILL NEED TO SUPPORT THE FRONT OF THE MUFFLER FOR STEP #4).
- 4.) INSTALL THE EXTENSION (EXTENSION 2) ON THE BACK IF THE TURBO PIPE. POSITION A 5" U-BOLT CLAMP AT THE CONNECTION BUT DO NOT TIGHTEN. PLACE #2 HANGER IN POSITION BUT DO NOT TIGHTEN. IT MAY BE NECESSARY TO CUT EXTENSION 2 DEPENDING ON THE WHEEL BASE OF VEHICLE.
- 5.) INSTALL THE FRONT OF THE MUFFLER TO THE REAR OF THE EXTENSION. POSITION A 5" U-BOLT CLAMP AT THE CONNECTION BETWEEN THE EXTENSION AND THE MUFFLER. DO NOT TIGHTEN CLAMPS.
- 6.) INSTALL THE TAIL PIPE (TAIL PIPE 4). ALIGN THE TAILPIPE BETWEEN THE SHOCK AND SPARE TIRE. THE SPARE TIRE MAY NEED TO BE MOVED TEMPORARILY. PLACE HANGER #4 IN POSITION BUT DO NOT TIGHTEN.
- 7.) STARTING AT THE BACK OF THE TURBO PIPE (TURBO 1) ALIGN AND TIGHTEN ALL CLAMPS AND HANGERS FROM FRONT TO REAR OF THE VEHICLE, CHECKING FOR CLEARANCE AS YOU PROCEED.
- 8.) LASTLY, TIGHTEN THE V-CLAMP LOCATED AT THE TURBO OUTLET UNDERNEATH THE HOOD.

- 9.) INSTALL EXHAUST TIP TO YOUR PREFERENCE (EXHAUST TIPS SOLD SEPARATELY THROUGH OUR CATALOG).

## DPS17

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REDUCERS REQUIRED FOR STREET LEGAL APPLICATION

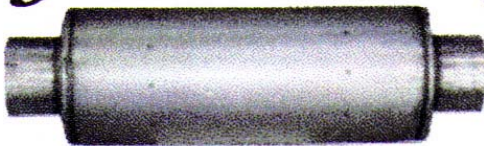


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**COMPLETE 5" SYSTEM**

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