

1. DOWN PIPE
2. 2" X 3/8" BOLT (3 PCS)
3. 3/8" FLAT WASHER (6 PCS)
4. 3/8" LOCK WASHER (3 PCS)
5. 3/8" NUT (3 PCS)

PLEASE READ BEFORE STARTING INSTALLATION

MBRP Inc. has made every effort to ensure that this component is of superior quality and properly packaged. It is the installer's responsibility to ensure that the component is complete, including any additional hardware and that it is undamaged. This should be done prior to the removal of factory components. Finally, check that this system properly matches the make and model of the vehicle and will not interfere with previous or planned modifications.



Figure 1



Figure 2

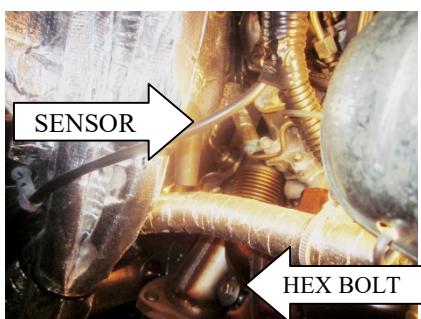


Figure 3

Removal of Stock Component:

1. Remove the passenger-side inner fender.
See Figure 1.
Note: we also removed the Grille Assembly to prevent damage to it during the removal or installation of the down pipe.
2. The front pipe needs to be temporarily 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 2.
3. 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 3.



Figure 4



Figure 5



Figure 6

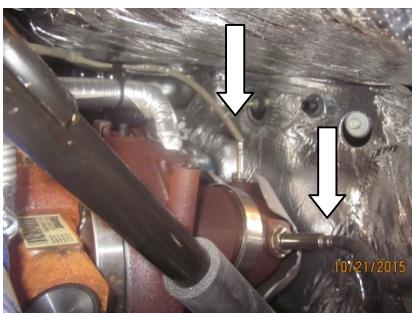


Figure 7

4. 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 4**.
5. Remove the combination stud/bolt from the transmission bellhousing just above the locating dowel. It has already been removed in **Figure 5**. This is to allow the clearance necessary to remove the down pipe.
6. 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 6 & 7**.
7. 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.
8. Carefully remove the factory “donut” gasket from the stock down pipe.

Installation of MBRP Exhaust Component

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.



Figure 8



Figure 9



Figure 10



Figure 11

4. Install the stock sensors into the **Down Pipe**. One is located along the lower section of the **Down Pipe** (Refer to Figure 8.) 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 9.
6. Reinstall the transmission cross-member. Reinstall the exhaust hanger to the transmission. Reconnect all the sensors to the front pipe. See Figure 10.
7. Reinstall the passenger-side inner fender.
8. Reinstall the turbo heat shield. Check along the exhaust and make sure all connections are tightened. 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 there is any interference detected relocate or adjust. See Figure 11.