



4" Turbo-Back DPF Delete Race Pipe

2010-2012 6.7 Dodge Ram Cummins

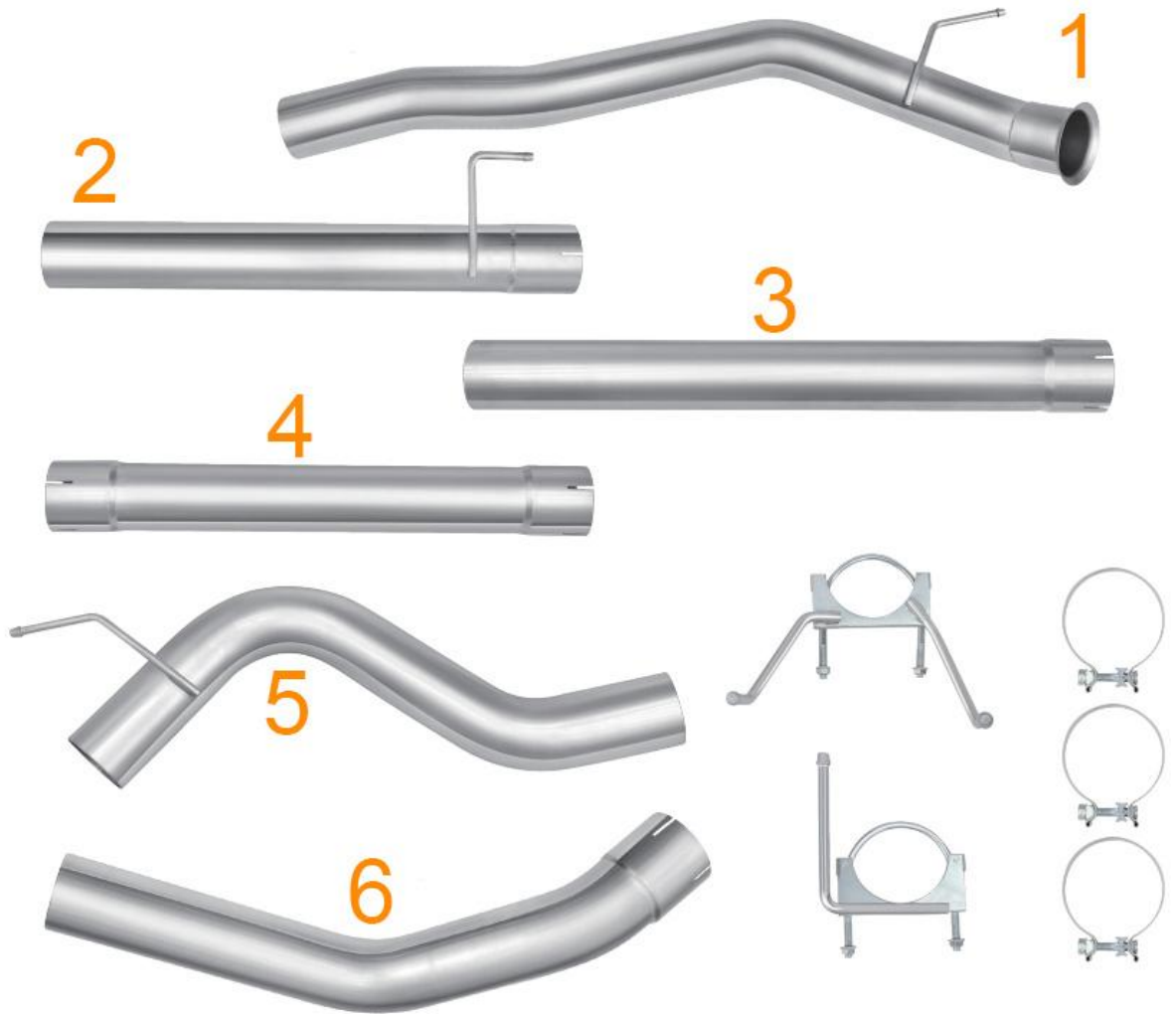


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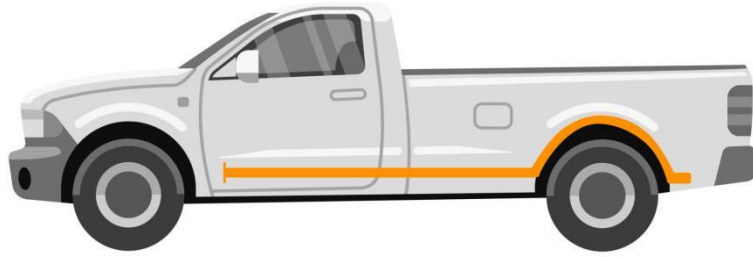
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PACKING INCLUDE



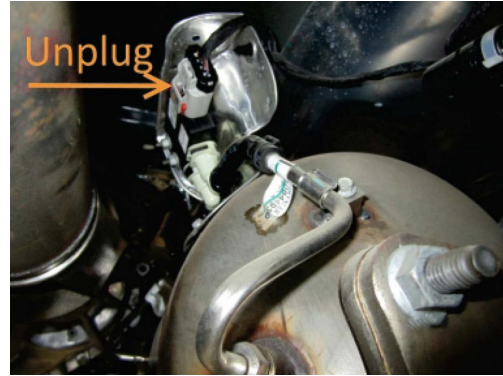
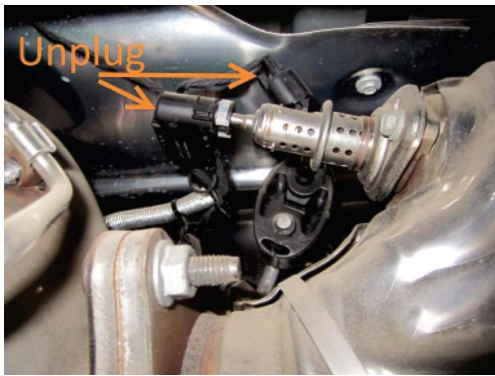
! Before installation, confirm that all the accessories received are included in the picture above to ensure that you have all the installed accessories



DPF Delete Pipe

Step 1:

1. Remove all sensors and DEF injector connections from the downspout, SCR, and diesel particulate filter.



2. Unscrew the two flange connections and loosen the clamp on the exhaust pipe end. Remove the SCR and DPF from the truck, and then continue to remove the exhaust tailpipe. At the turbocharger, loosen the bolt to match the clamp and remove the clamp that secures the drain pipe.

3. Use a flat head screwdriver to pry out the clamps from three positions on the flange. Remove the water pipe and keep the clip as it will be reused.

Step 2:

Disassemble the original system starting from the turbine and remove the adhesive ring from the downpipe of the turbine. Loosen the bolt to lock the ring, and then use a screwdriver to pry the ring off the flange at three points. Delete Clamp, [Note: Keep stock bond clamp as it will be used with the new system].

Step 3:

Loosen the flanges, all factory plugs, and air pipes on the downspout and diesel Porticu plate filters.

Step 4:

Cut off the drain pipe next to the gearbox for easier disassembly. If you don't want to keep the downspout, you must lower the drive plate. Bracket, to make room for dismantling the pipeline, [make sure to support the gearbox before doing so].

Step 5:

Release all blocked connections. Spray the hanger with WD-40, then pry it out of the DE rubber hanger and remove the factory exhaust gas. [Note: Sowzoll or steel saw are the preferred methods for cutting exhaust gas].

Step 6:

Before installing pipes and mufflers, make sure to place pipe clamps on all connections. Install #1 turbo pipe using the stock turbo bond clomp. Snug the clomp down so it will hold pipe but pipe can still be moved.

Step 7:

Install DPF seat ring pipe #3. For longer wheelbases, #2 pipe is required. Sensors/pipes do not need to be plugged into the exhaust system. Read the tuner instructions.

Step 8:

Install the muffler and place hangers on the shaft and exhaust pipes into the DEM rubber hangers.

Step 9:

Apply lubricating oil to the blockage to secure the pipeline, but the pipeline still requires effort to move. Check for cracks, that is, the electric stroke pipe on the pipeline or shaft ventilation pipe that needs to be moved is broken, and also check if the pipe outlet is flush with the truck.

Step 10:

Using the provided safety torx tool, transfer the MAF sensor from the factory intake port to the new intake port, and then tighten the intake bracket by hand.

Step 11:

Tighten the turbine connecting pipe, start working from the front pipe, connect the pipe to the block connection, tighten the pipe (Note: for increased safety, omig welding should be applied to the clamping connection of the pipeline), Do not weld the pipe clamp.



If you encounter any problems, you can contact us :

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