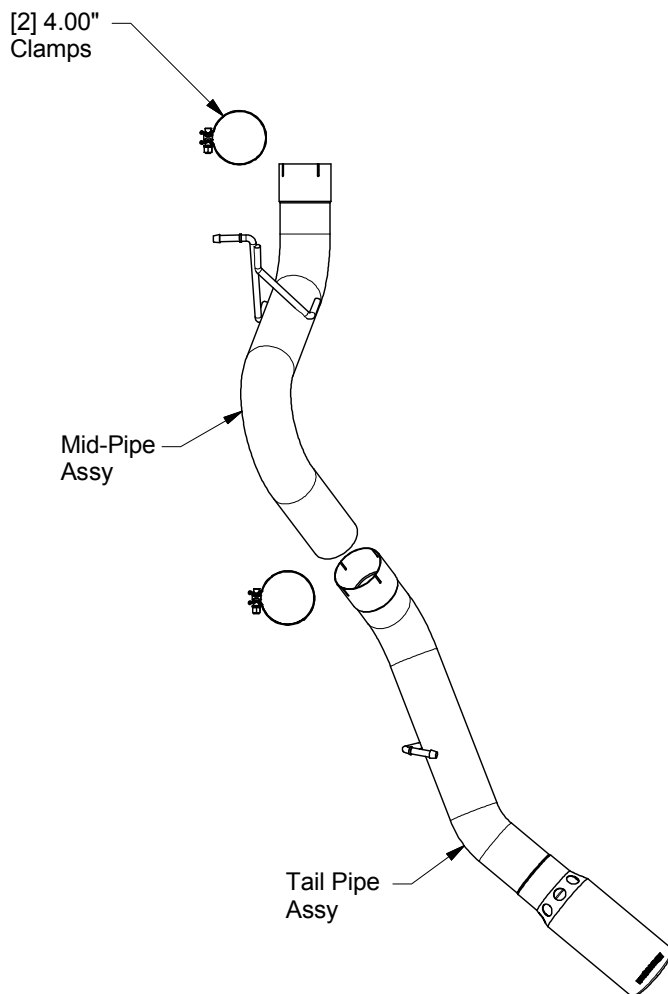


2011 GM Diesel 6.6L 4" DPF



Warning When working on, under, or around any vehicle exercise caution. Please allow the vehicle's exhaust system to cool before removal, as exhaust system temperatures may cause severe burns. If working without a lift, always consult vehicle manual for correct lifting specifications. Always wear safety glasses and ensure a safe work area. Serious injury or death could occur if safety measures are not followed.

Step 1: (Carefully read all instructions before installation) To begin the removal of the OEM system you will need to cut the exhaust pipe behind the DPF. If your vehicle has a Crew Cab/Standard Bed you will need to cut 31.50" rearward of the DPF. For Crew Cab/Short Bed cut at 18.25". For Extended Cab/Short Bed cut at 9.50" as shown in the diagram. You can then disengage the welded hangers from the rubber insulators, working rearward finish removing the system. Do not damage or discard the rubber insulators, as they will be reused to mount the new system.

Step 2: Install the new Mid-Pipe Assembly to the pipe exiting the DPF using the supplied 4.00" clamp. Leave all clamps and fasteners loose for final adjustment of the complete system. Install the Tailpipe Assembly to the Mid-Pipe using the supplied 4.00" clamp and by fitting the welded hangers into the rubber insulators.

Step 3: With all components mounted loosely, adjust the system for overall aesthetics and clearance of frame & bodywork. (MAGNAFLOW recommends at least 1/2" of clearance between the exhaust system and any body panels to prevent heat-related body damage or fire.)

Step 4: Once a final position has been chosen for the new system, evenly tighten all fasteners from front to rear. The supplied band clamps must be VERY tight to properly align the pipes and prevent leaks (Approximately 40ft-lbs). Inspect all fasteners after 25-50 miles of operation and retighten if necessary.

**** Magnaflow Performance Exhaust recommends professional installation on all their products**