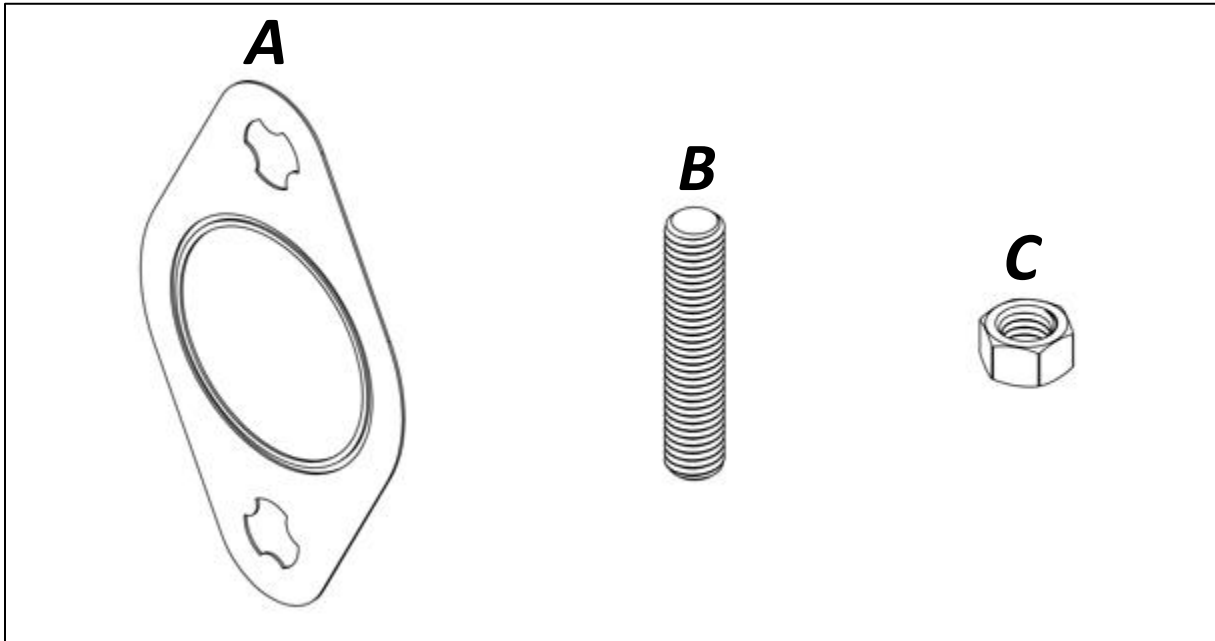


# **2003-2007; 3G Manifold** **Installation Instructions**



## **3G Manifold Hardware**

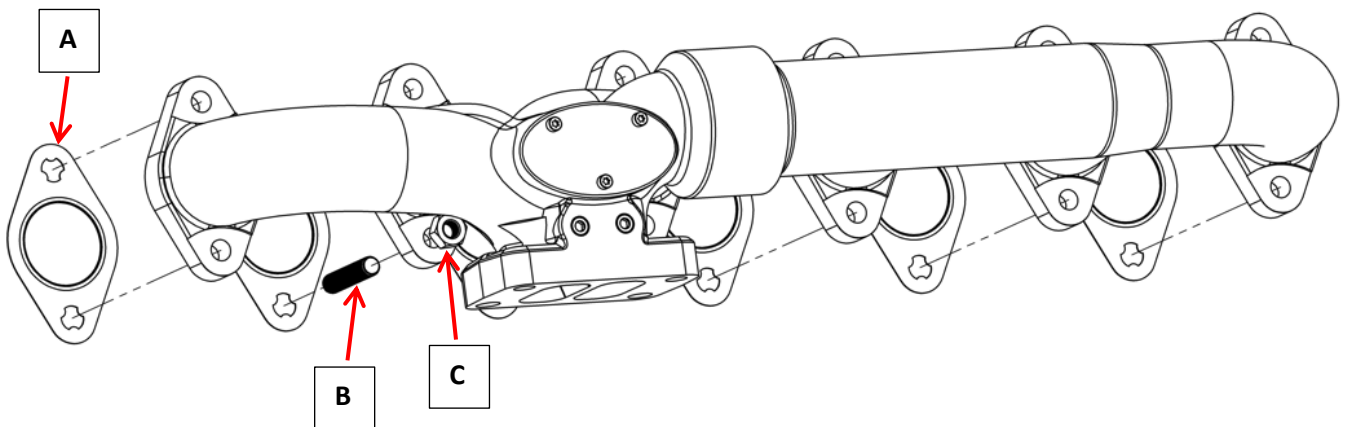


<b><i>Hardware Letter:</i></b>	<b><i>Hardware Specification:</i></b>	<b><i>Quantity:</i></b>
A	24V Manifold Gasket	6
B	M10 – 1.5 x 50mm Stud	5
C	M10 – 1.5 Nut	7

## **Manifold to Engine Block Installation:**

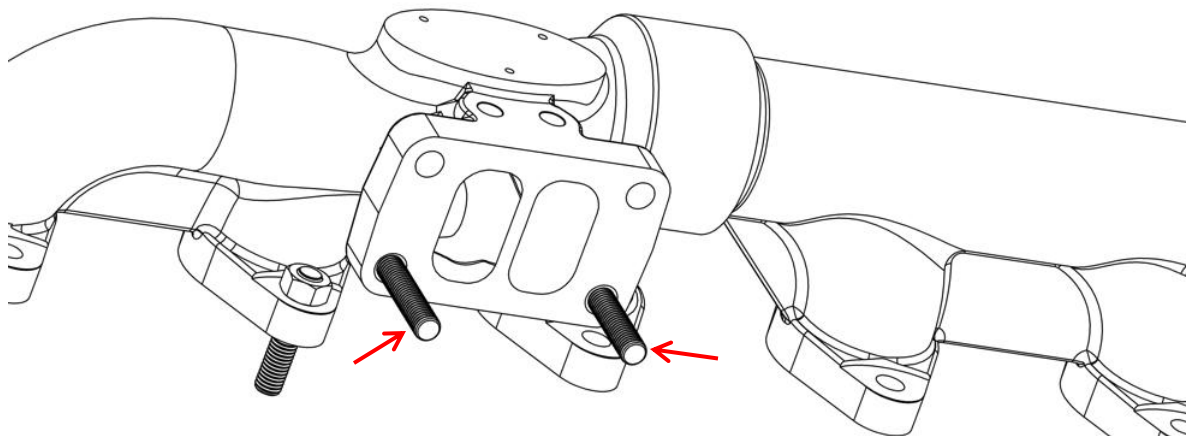
To install your new Diesel Power Source 3G manifold to the engine head you will need. 11 stock manifold bolts, the provided **B** stud, **C** nut and six of the provided **A** gaskets.

- Use the **A** gaskets to seal the manifold ports against the engine head. (Note: Ensure raised portion of the gasket is directed towards the manifold face.)
- Use the stock bolts and provided **B** stud with **C** nut to fasten the manifold to the head. Tighten the bolts to 35 ft-lbs. (Note: Ensure that the **B** stud gets located in the correct bolt hole as highlighted in the picture.)



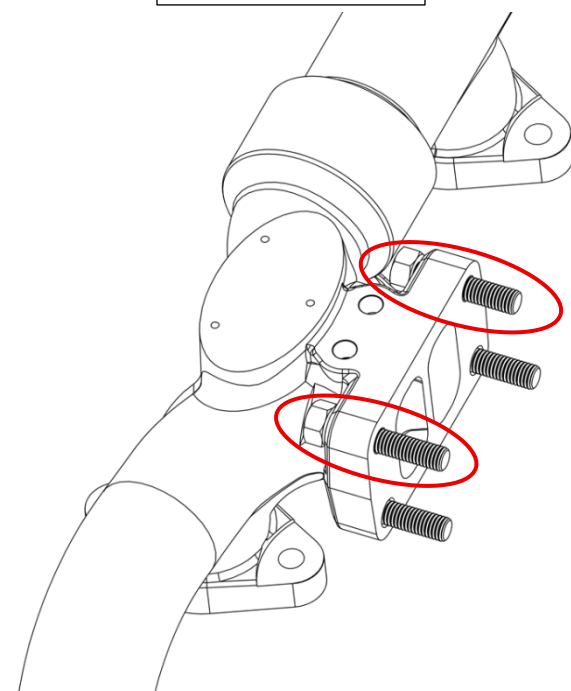
## **Turbo to Manifold Installation:**

**Step 1:** Thread two **B** studs into the two threaded manifold holes.

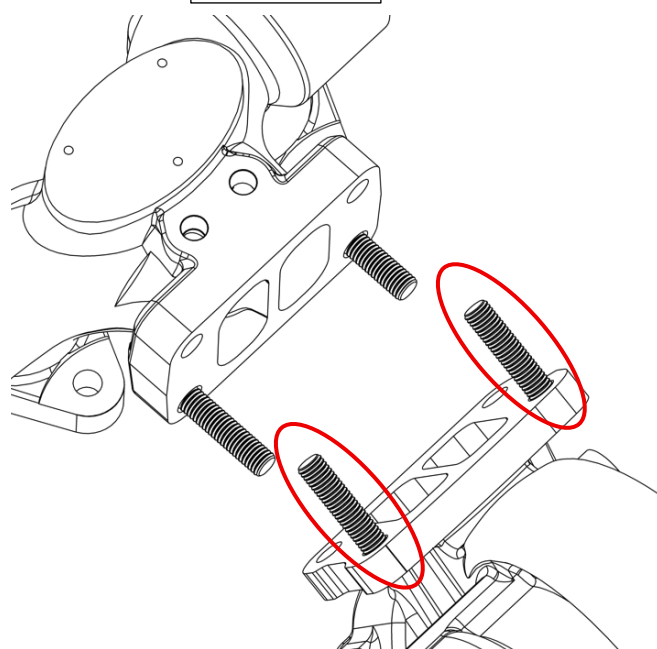


**Step 2:** For an **aftermarket turbo** push the last two **B** studs through the non-threaded manifold holes. On the back side of the T3 manifold flange thread two **C** nuts onto the **B** studs. For a **stock turbo** thread the last two **B** studs into the threaded holes on the stock turbo flange. The pictures below show the difference between the stock and aftermarket turbo flange hardware.

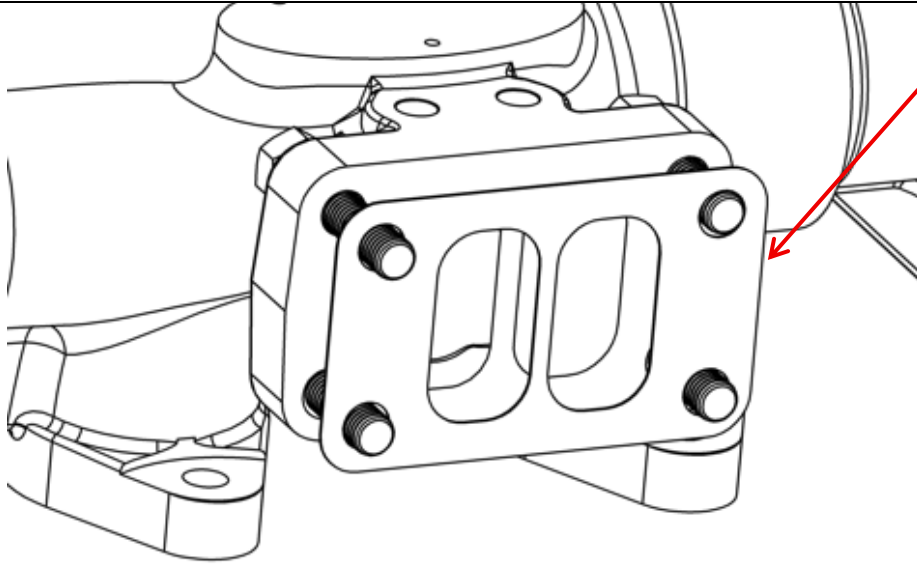
Aftermarket Turbo



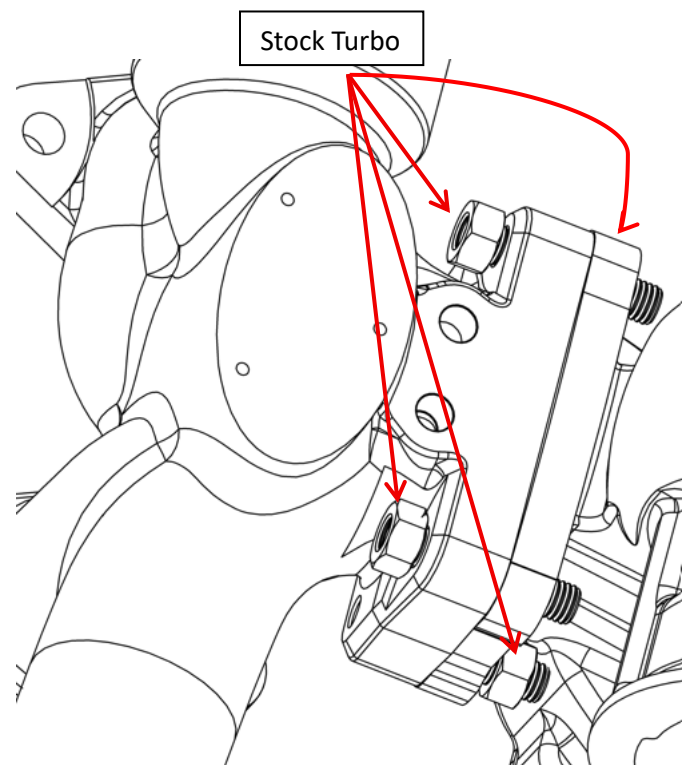
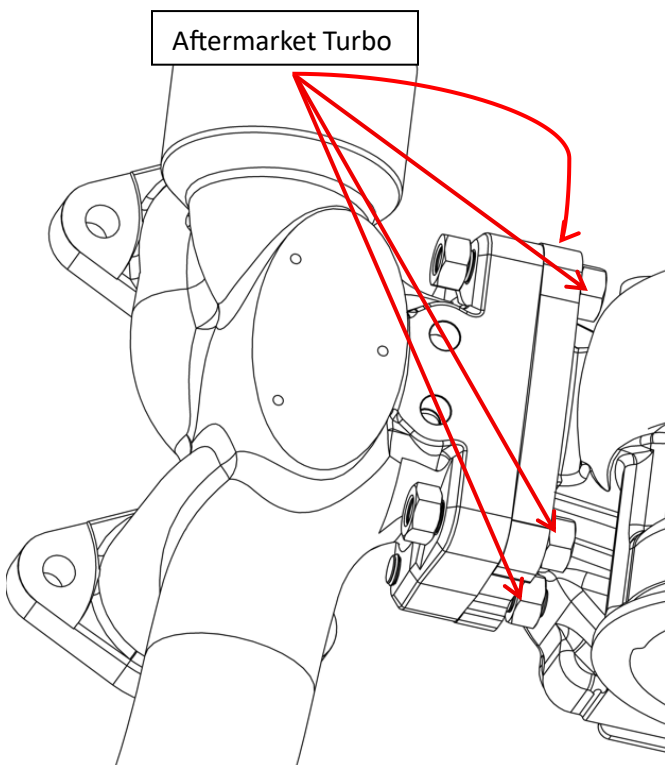
Stock Turbo



**Step 3:** Install the turbo charger onto the manifold ensuring that a T3 gasket is placed between the manifold and turbo flange. Hold the turbo in place and proceed to step 4. (Note: T3 gasket is not included with the 3G manifold.)



**Step 4:** For an **aftermarket turbo** thread, the last four **C** nuts onto the **B** studs that pass through the back side of the T3 turbo flange. For a **stock turbo** thread two **C** nuts on the back side of the T3 manifold flange where the **B** studs pass through. Also thread two more **C** nuts on the back side of the T3 turbo flange where the **B** studs pass through. You will have two **C** nuts left over. The pictures below show the difference between the stock and aftermarket turbo flange hardware.



After installation, drive truck for approximately 100 miles then, while the truck is warm re-torque all the manifold and turbo bolts, as the bolts sometimes loosen up after being heated and cooled a few times.