

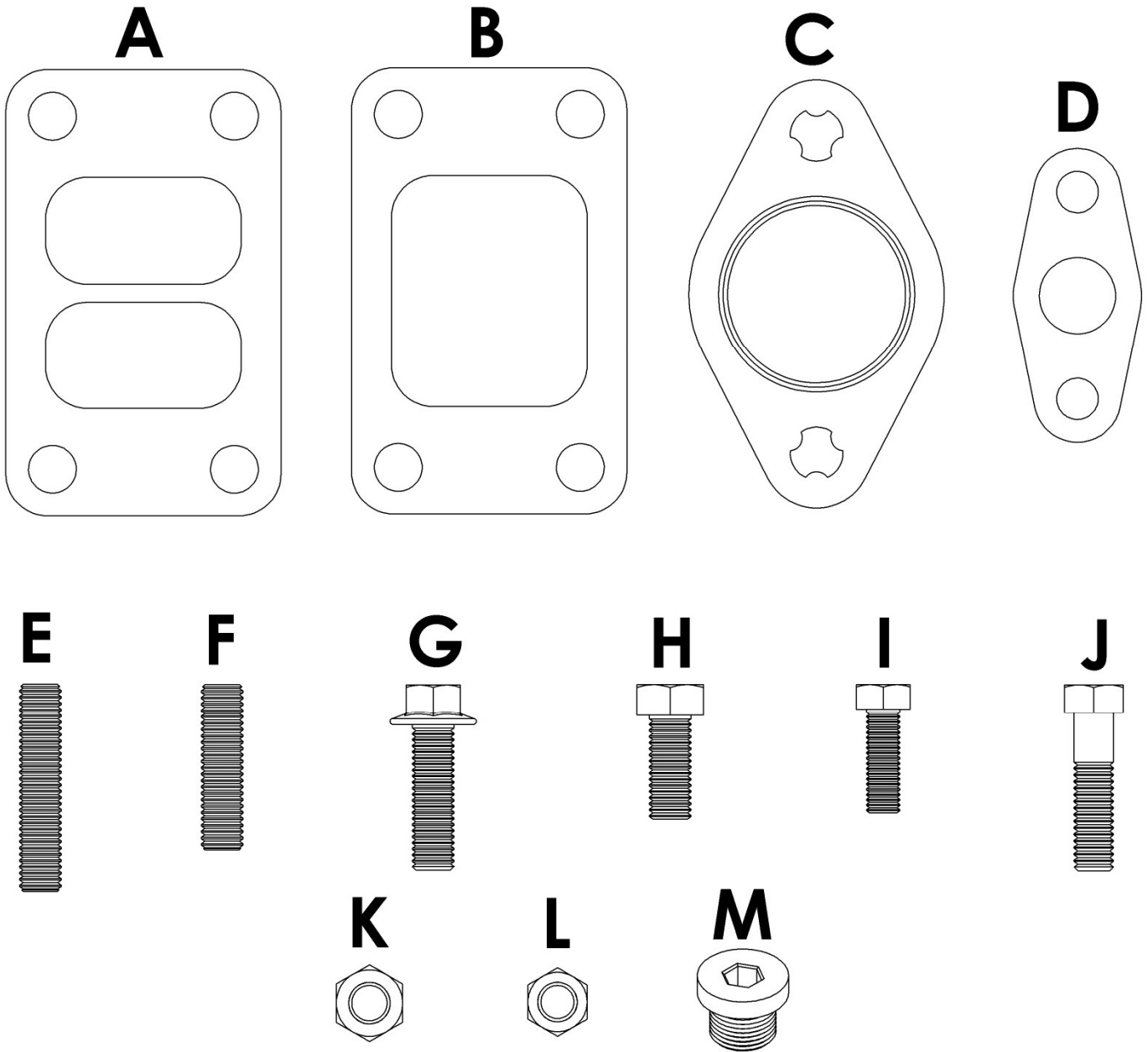
Instructions for 3rd Gen Swap Kit for Dodge Cummins 6.7L

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Because, this is a private membership association. We Declare that we are exercising our right of “freedom of association” as guaranteed by the US Constitution and its amendments. This means our association activities are restricted to the private domain only and is protected under the 1st, 4th, 5th, 9th, 10th, and 14th Amendments. Additionally, this means this association is outside the jurisdiction and authority of all Federal, State, and Local agencies and law enforcement authorities.

DPS does NOT provide any emissions delete components or electronics. This kit can only be installed on vehicles that have already had these items previously removed. Because we do not provide any delete components, some trucks may still have some remnants left. If these items are present it is the customer’s responsibility to reroute or remove these items. DPS does not and will not provide advice regarding these items.

3rd Gen Swap Kit Gaskets and Hardware



Images Are Not to Scale

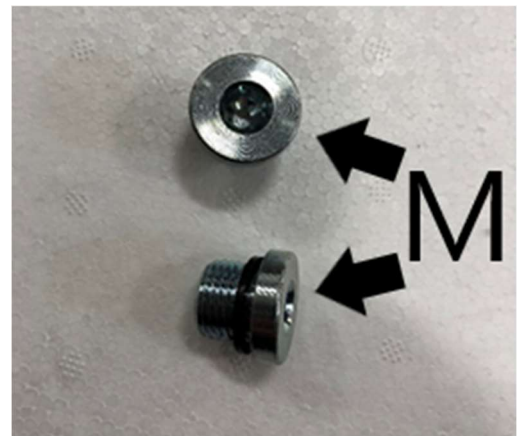
Hardware Letter	Hardware Specification	Quantities	
		<u>S300 Non-VGT Swap Kit</u>	<u>S300 VGT Swap Kit</u>
A	T3 Divided Gasket	1	0
B	T3 Non-Divided Gasket	0	1
C	24V Gasket	6	6
D	Oil Drain Gasket	1	1
E	M10-1.5x50mm Stud	1	1
F	M10-1.5x40mm Stud	0	1
G	M10-1.5x35mm Flange Head Bolt	12	12
H	M10-1.5x25mm Hex Bolt	1	0
I	M8-1.25x25mm Hex Bolt	2	2
J	3/8"-16 x 1.5" Hex Bolt	2	2
K	M10 Nut	1	2
L	3/8" Nut	2	2
M	Coolant Block off Plug	2	2

Installation Instructions for 3G Swap Turbo Kit

Please read all instructions before installation.

Note: We strongly recommend head studs and/or fire rings.

1. Prior to installation, change the engine oil and oil filter.
2. Make sure your vehicle is parked on level ground and parking brake is applied.
3. Remove air intake box and air intake tubing.
4. Drain engine coolant.
5. Remove passenger battery box. This allows more space for installation. The battery will be reinstalled later. Disconnect both negative (black) battery cables.
6. Remove the plastic inner wheel well cover (splash guard) on the passenger side. Be careful when removing plastic wheel well cover, there are wires mounted on engine side. Inner wheel well cover will be reinstalled later.
7. Disconnect the factory turbo's oil and coolant lines. Screw the factory oil supply fitting into the new Diesel Power Source turbo, make sure the fitting is clean. Leave the other oil supply line attached to the truck, move out of the way.
8. Remove the factory exhaust v-band clamp by removing the nut and slide the clamp over the cast exhaust elbow. Leave the clamp here until the new turbo is installed. Do not lose the nut.
9. Using pliers, pull out the small roll pin from the front of the cast exhaust elbow.
10. Disconnect oil drain line from the factory turbo and remove it from the block. Discard factory oil drain line.
11. Remove the factory turbo coolant lines, at the banjo fittings on the engine block.
12. Use the provided **M** plugs where you removed the coolant lines.
13. Remove the factory turbo and exhaust manifold.



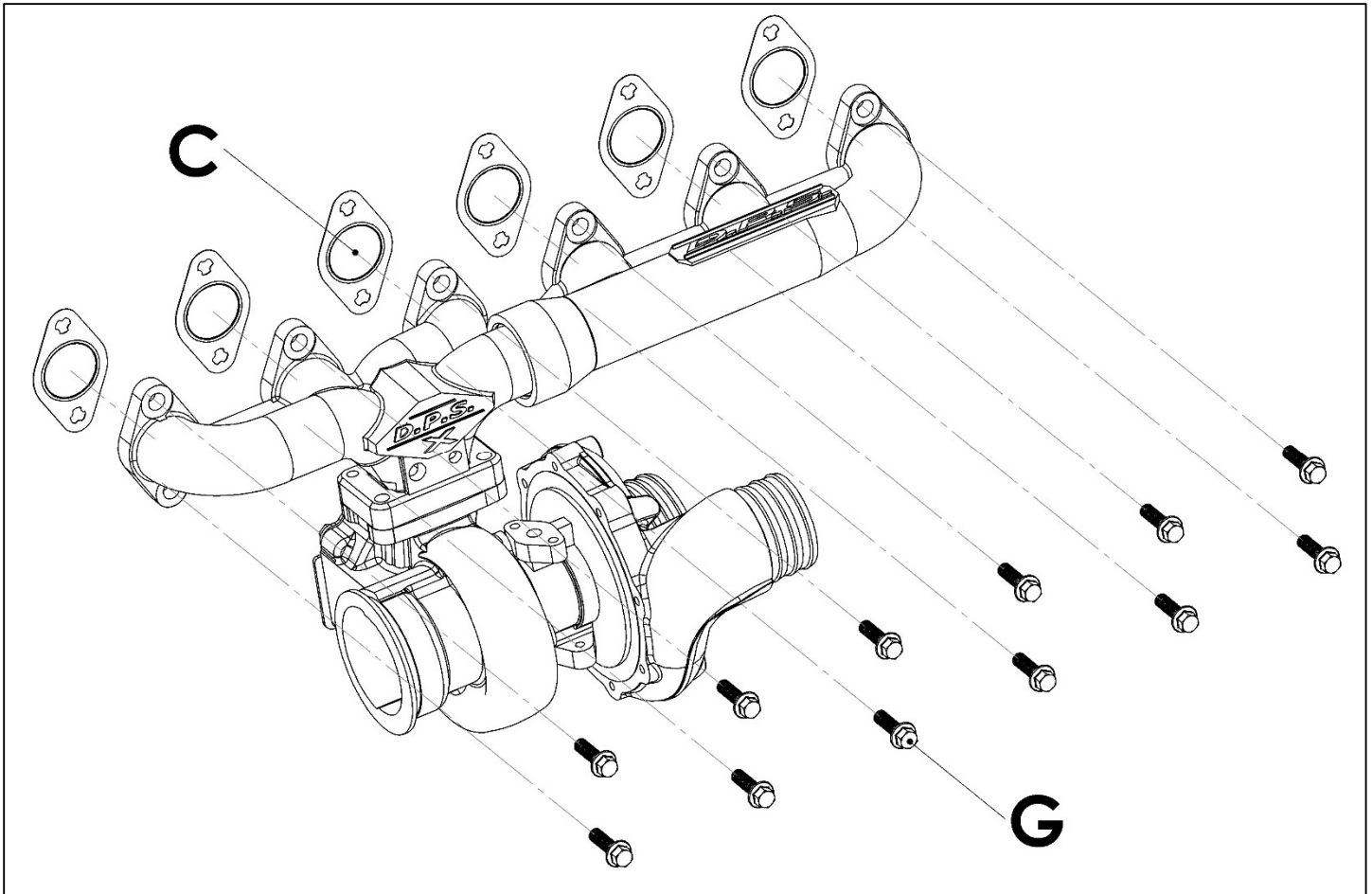
14. Install the new provided oil drain tube. Grease the hole in the block and grease the O-rings on the tube. Leave it straight while using both hands to carefully push the tube into the drain hole. Make sure both O-rings are inside the hole.

15. Slide back the exhaust approximately $\frac{3}{4}$ inch.

16. Attach the new turbo to the manifold, using the following hardware depending on the turbo you purchased. Remember to place the **A** or **B** gasket in between the turbo and the manifold flange. Torque bolts to 35 ft/lbs.

Non-VGT	VGT
1 x A gasket	1 x B gasket
1 x E stud	1 x E stud
1 x H bolt	1 x F stud
2 x J bolts	2 x J bolts
1 x K nut	2 x K nuts
2 x L nuts	2 x L nuts

17. Slide the new turbo/manifold assembly in place and attach the turbo/manifold assembly to the head using the provided **C** gaskets and **G** bolts. Remember to place the **C** gaskets between the manifold and the engine block. Torque bolts to 35 ft/lbs.



18. Attach the turbo to the exhaust, sliding the v-band clamp back in place. Torque v-band clamp to 60 inch/lbs (5 ft/lbs).
19. Attach the oil drain to the turbo, using the provided **I** bolts and **D** gasket. Torque bolts to 6-8 ft/lbs.
20. Pour one tablespoon of new oil into the turbo, oil inlet, while spinning the turbo with your fingers.
21. Attach the oil supply line.
22. Attach the air intake hose, tighten clamps.
23. Re-install air box and plug in sensors.
24. Attach the intercooler charge pipe (torque clamp to 60 inch/lbs 5 ft/lbs).
25. Reinstall battery and reconnect the battery cables.
26. Fill truck with coolant.
27. Start the truck and check for any oil leaks, air leaks, or vibration. If leaks are found, make sure all the clamps, bolts, or fittings are tight. **Be sure that the oil pressure rises to the correct pressure.** Allow it to idle for about 2-3 minutes without revving the engine. This allows the oil to reach the bearings of the new turbo. Do not allow truck to idle for long periods of time, especially on new turbos because it can cause turbo leaks.
28. If no leaks are found, reinstall the plastic inner wheel well cover (splash guard) on the passenger side.
29. The engine ECM will look for the factory turbo, so use whatever programmer you have to change turbo settings to aftermarket.
30. Drive conservatively for about 100 miles to allow some break-in time on the turbocharger. After driving about 100 miles, while engine is hot from running, put on gloves and re-torque all exhaust bolts and all clamps. This will ensure they do not loosen in the future.