- Lift the front of the vehicle enough to comfortably access the underside while lying on your back.
- Lift from the thick metal of the front subframe NOT THE ROCKER PANELS.
- Removal of the mid pipe (exhaust sections below the passenger seat) is pretty straight forward but you will want to spray all nuts, bolts and sensors with penetrating oil before you begin.
- Some of the sensors are permanently wired to control modules bolted up under the van. To remove these sensors, you must unbolt and electrically disconnect those modules along with the sensors.
- None of the sensors in the mid pipe will be reused so you can store those with the rest of your original parts.
- Once you have the mid pipe out, you will have better access to the lower portion of the downpipe/DPF filter tuning off the back of the engine and down the passenger side of the engine/transmission.
- Disconnect any sensors that are connected to the downpipe.
- You will reuse ONLY the O2 sensor. this will be obvious later as it's the only one that fits back into your new DPF Delete downpipe.
- All the remaining sensors that were in the original exhaust, including any pressure differential sensors (the ones(s) with rubber hoses connected), must be disconnected electrically and can be stored away with the rest of your original parts.
- TIP… pack the now unused electrical connectors that went to all those sensors with thick grease to prevent corrosion.
- With the sensors and hoses out of the way, you can get to the job of unbolting the DPF from its mounts.
- 1 mount up top behind the passenger side cylinder head
- 1 mount under the vehicle bolting the bottom of the DPF to the drivetrain.
- lastly, you'll reach behind the engine near the centre of the engine bay but slightly off to the passenger side to remove a V-Band clamp that hold the DPF to the Turbo outlet.
- The DPF comes out the bottom and you may find that you need to remove transmission crossmember that is in the way.
- Remember to support the transmission with an axle stand if you're going to remove it's supporting crossmember.
- Removing the DPF can be a pain in the ass but you will find that with enough rotating, wiggling and swearing, it will come out.
- Installation is the reverse of removal and goes much more quickly
- Clean the v-band gasket and turbo outlet flange as well as you can and you may want to install some ultra high temp silicone (Permatex Ultra-Copper) to hold the gasket in place while you wrestle with the downpipe and v-band clamp.
- Getting the v-band properly clamped around the new downpipe inlet, original gasket and turbo outlet flange will be frustrating. This is normal but proper installation here is critical.
- Leave the clamp hanging open and loosely in place on the turbo outlet such that you will be able to access the bolt to close and tighten it later.

- Slide the new downpipe and original gasket in place against the turbo outlet flange and loosely install the bolt through the upper mount behind the passenger side cylinder head. This will keep the pipe from falling out as you struggle with the v-band clamp.
- Tip… Leave the brackets and joints loose enough to allow some rotation until you've got everything installed. Only tighten bolts once everything is perfectly aligned, starting at the front and working rearward.
- With any exhaust system installation, you want…- little to no bend in the flex pipe - minimal pressure on the rubber exhaust hangers - slip joints inserted at least 1 inch (they do NOT need to be bottomed) - butt joints bottomed - Flanges and gaskets or V-bands centred support brackets sitting flush before fully tightening bolts.
- Double check that everything is tight before lowering the vehicle.
- Don't forget to reinstall that 1 O2 sensor from earlier.

IMPORTANT

- MUST UNPLUG THE SCR CONTROLLER. The location of the adblue controller may vary, here is a picture of likely placement.
- The NOx sensors and SCR (adblue) injector should be unplugged as well.
- Unplug DPF pressure and temperature (EGT) sensors too.
- IF YOUR CAR HAS A NO START MESSAGE, ENSURE YOU COMPLETE TUNING PRIOR TO RUNNING OUT THE COUNTDOWN. SHOULD YOU REACH THE NO START SCENARIO, YOU MUST USE MBSTAR PROGRAMMER TO RESET NO START CODE.