RACE APPLICATION ONLY

# 864

## 2011 GM DURAMAX 6.6L
## 4" SINGLE SYSTEM


- ☐ 1-11211(2-7)
- ☐ 1-11212(2-6)
- ☐ 1-40012 (CC/SB & CC/LB)(1-1)
- ☐ 1-9100 (CC/LB)(1-1)
- ☐ 1-6185
- ☐ 1-11115(2-4)
- ☐ 1-11116(2-5)
- ☐ 6-LJ400
- ☐ 1-CH49

FLO~PRO
PERFORMANCE EXHAUST

**PICKED BY:**_____

# KIT # 864
# 2011 CHEV DURAMAX LML
# 4" SINGLE KIT

**Recommended for off-road or race applications only.**
**Tuning required.**

## REMOVAL OF ORIGINAL SYSTEM

1. Unbolt the flanges fastening the downpipe and the DPF/tailpipe assembly. **(See figure 1)**

2. Remove all factory bungs and airlines on Diesel Particulate Filter, tie-strap them to the frame of the truck or take them off at the clip connection.

3. Spray the hangers with WD-40 and then pry hangers from the rubber mounts and remove the DPF from truck.

4. Remove the band clamp from the down pipe at the turbo. Loosen the bolt enough to unlatch the clamp, then pry the clamp away from the flange at three spots wit a flat-headed screwdriver. Remove clamp. **(Note: keep the stock band clamp, as it will be used with the new system).**

5. For easier removal of downpipe take the hanger bracket off bolted to the transmission, and cut pipe in half. **(See figure 2).** Remove downpipe

**Notes:** - *Make sure to put clamps on connections before connecting pipes.*

## INSTALLATION INSTRUCTIONS

1. Put the metal hanger on the downpipe (part#11211) into the upper hole of the rubber insulator of the hanger bracket removed in step 5 above **(See figure3)**.
2. Install the downpipe using the factory turbo band clamp. Snug the clamp down so it will hold the pipe but the pipe can still be moved. Bolt the hanger bracket back onto the transmission. **(See figure 3)**
3. Install pipe 11212 (see figure 4) and extension as needed depending on wheelbase length.

4. Install muffler, clamp hanger, over the axle pipe and tailpipe section inserting metal hangers on rubber insulators. **See figure 5**

5. Starting with pipe #11211, tighten turbo band clamp and work your way to the back connection, tightening as you go and checking for clearance.

**Figure 1**


**Figure 2**

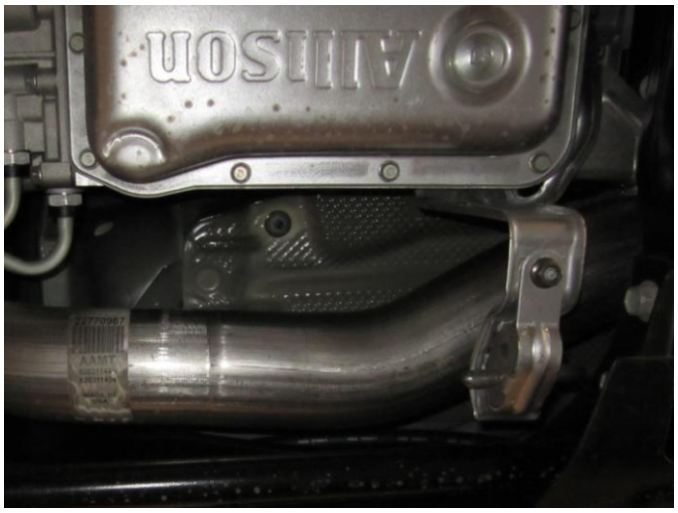


**Figure 3**


**Figure 4**


**Figure 5**