

# FLOWMASTER™

## *American Thunder™*

### SYSTEM #17349

2001-2006 GM C/K 2500 & 3500

6.6L DURAMAX TURBO DIESEL ENGINE

(All except standard cab / long bed)

10/12/07

#### Removal:

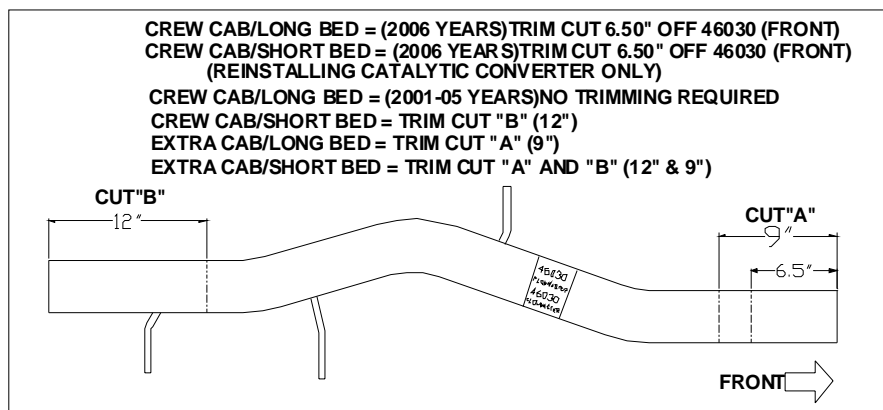
1. Use a pry bar to separate the four stock hangers from the rubber mounts on the vehicle. (a lubricant of some type will usually make this a little easier)
2. Using a hacksaw or sawsall, cut the stock tailpipe off just behind the muffler. Remove the tailpipe after cutting. This step is not mandatory but makes removal easier. Then remove the four bolts at the flanged connection that is a couple feet in front of the muffler, and remove the rear section of the exhaust system from under the vehicle.
3. **If you DON'T have a catalytic converter**, locate the V-band clamp where the lower down pipe attaches to the upper down pipe, use a 11mm socket or wrench to loosen the nut nearly all of the way out. Then use a rubber mallet to tap on the down pipe and shock the connection loose. Lower the down pipe from under the vehicle. ***Note: The upper section of the down pipe that connects to the turbo housing is not replaced.***
4. **If you DO have a catalytic converter**, it must be left on the vehicle. Connect the supplied adapter #433TB (2001-2005 model years) onto the flanged outlet of the converter, using the original gasket and nuts. ***Note: For 2006 model year trucks use adapter pipe #TB424 slides on after catalytic converter with out flange connection.*** Place MC350R on adapter pipe and tighten enough to hold, but allow for adjustment.

#### Installation:

**(If you live in a geographical area that has harsh winters or sees a great deal of precipitation, the use of high temperature paint over the welded areas can help to prevent surface rust and premature corrosion.) Note: before installing anything, prep the clamps supplied in the hardware kit by removing the nuts, and applying a thick lubricant such as white grease or anti-seize to the threads.**

1. Place the new turbo down pipe into the same position as the old one was removed, making sure that the two flared surfaces are mating up correctly. Slide the V-band clamp over the flared connection and begin tightening checking that the down pipe is centered. Tighten clamp until snug but loose enough for adjustment. ***(Skip this step on converter equipt vehicles)***
2. Slide clamp hanger # 273HA onto the rear of the down pipe and into the upper hole of the rubber mount on the vehicle. Place a small amount of lubricant onto the threads of the clamp and tighten until fairly snug, but loose enough for adjustment. ***Note: A small amount of lubricant or anti-seize on the threads of all clamps will ease tightening.***

3. Place a supplied ring clamp onto the front of pipe # **46030** and slip into the rear of pipe #**46029** (*Note: or onto the converter adapter if applicable and for 2006 model years and keeping converter on you must cut approximately 6.50" off front end of pipe #46030 for the crew cab/long bed/short bed models only*). Rotate the pipe into position and connect the two hangers welded to the pipe into the rubber mounts on the vehicle. Tighten clamp until snug, leaving room for adjustment.
4. Place a supplied ring clamp onto the inlet of muffler #**954055** and slide the muffler inlet fully onto the rear of pipe #**46030**. Check to see that the muffler is level and tighten clamp until snug, leaving room for adjustment.
5. Place clamp hanger #**265HA** onto the outlet of the muffler and connect to the rubber mount on the vehicle.
6. Place tailpipe #**46031** into position by sliding it over the rear axle from the rear, and into the outlet of muffler #**954055**. Connect the hanger at the rear of the tailpipe with the rubber mount on the vehicle and tighten the clamp on the muffler outlet until snug, leaving room for adjustment.
7. Place the stainless tip #**ST430** onto the end of the tailpipe. The tailpipe has been left long enough to work on dually applications, and will need to be trimmed back for single wheel models.
8. The system should now be adjusted to achieve a proper fit. Once you are satisfied with the fit, all clamps should be tightened at each of the slip fit connections. Although not required, we highly recommend that all connections including the stainless tip, be fully welded after installation.
9. To prevent the rubber hanger rods from pulling out of the rubber mounts, install the push on hanger keepers provided in the parts kit onto the ends of the hanger rods.



## PACKING LIST FOR KIT #17349

<u>Qty.</u>	<u>Description</u>	<u>Part#</u>
1	Turbo Down pipe-Lower	46029
1	Intermediate Pipe	46030
1	Muffler	954055
1	Tail Pipe	46031
1	Stainless Tip	ST430
1	Parts Kit	PK397
	1 Flanged cat adapter	433TB
	1 Adapter Pipe	TB424
	1 Clamp/Hanger Assembly	265 HA
	1 Clamp/Hanger Assembly	273 HA
	2 4" Ring Clamps	MC400R
	4 3/8" Flat Washers	HW303
	4 1/2" Hanger Keepers	HW503
	1 3.50" Ring Clamp	MC350R

# AMERICAN THUNDER SYSTEM #17349

2001-06 GM 2500HD/3500HD

**\*\*DURAMAX TURBO DIESEL\*\***

(ALL W.B.-EXCEPT STANDARD CAB / LONG BED)

