



DIESELMANOR™

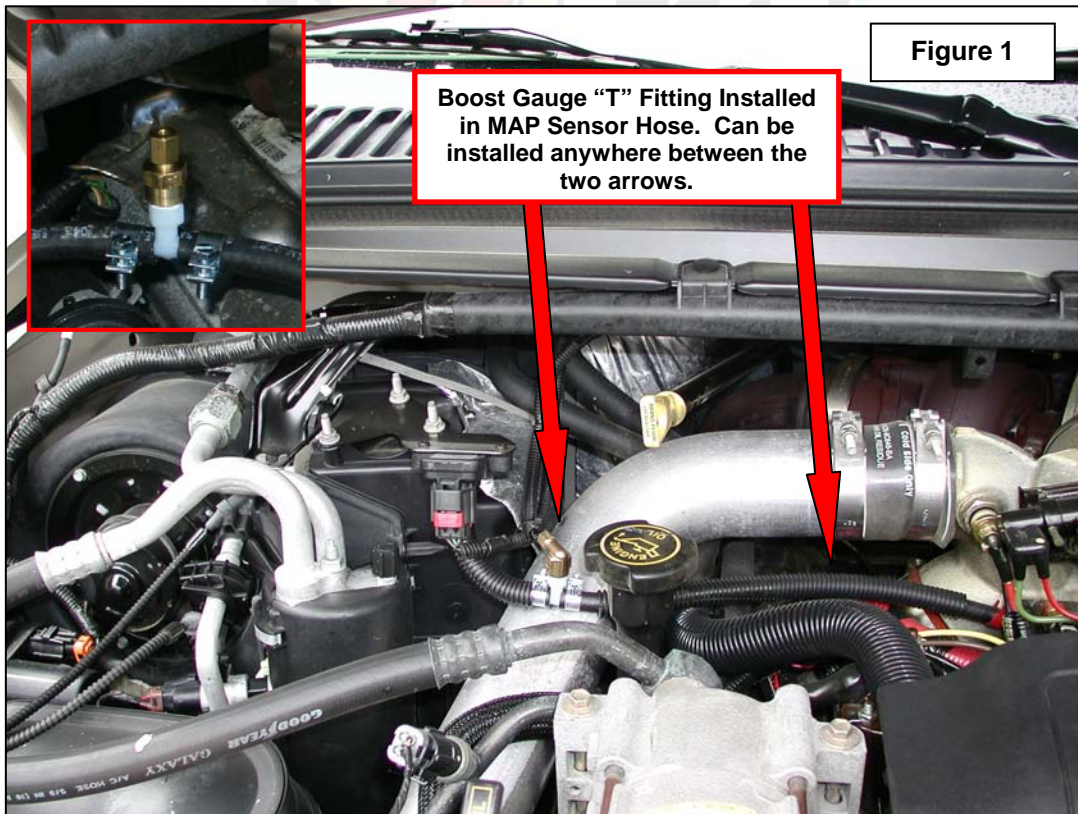
Installation Instructions

Boost Gauge T-Kit for 1994-2003 Powerstroke and 2001-2006 Duramax LB7/LLY Part #: DM-TKIT

Ford 7.3L Powerstroke (1994-2003)

The boost gauge T-Kit can be used on 1994-2003 7.3L Powerstrokes where tapping the intake manifold "Y" is not desired.

1. Locate the rubber map sensor line (see Figure 1) that's connected between the passenger side of the intake manifold and the manifold pressure sensor mounted near the firewall.
2. Cut through this hose anywhere between the two arrows below. |
3. Install the 2 supplied hose clamps on both ends and then reconnect the hose with the white 1/8" x 1/8 NPT barbed tee fitting.
4. Install the brass compression tube fitting to the 1/8" NPT connection and connect boost line to the fitting. Make sure the end of the boost line has a clean cut. Insert it into the fitting all of the way, and secure by tightening it down. Do not over tighten. Note: We have installed split loom tubing on both our map line and boost line in this image. This is not necessary, just an option.



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Chevy/GM 6.6L Duramax LB7/LLY (2001-2006)

The boost gauge T-Kit can be used on 2001-2006 Duramax LB7 and LLY motors where tapping the intake manifold is not desired.

1. Locate the wastegate actuator hose on the top of the motor. (see Figure 2).
2. Just as with the Ford Powerstroke, cut the hose and install the T in using the same procedure.
3. Install the 2 supplied hose clamps on both ends and then reconnect the hose with the white 1/8" x 1/8 NPT barbed tee fitting.
4. Install the brass compression tube fitting to the 1/8" NPT connection and connect boost line to the fitting. Make sure the end of the boost line has a clean cut. Insert it into the fitting all of the way, and secure by tightening it down. Do not over tighten.



TECH TIPS and TROUBLESHOOTING



When tightening the brass compression tube fittings on the boost gauge tubing, tighten it enough that the tubing does not freely rotate or pull out with minor force. If you tighten it too much will constrict the ferrule (sleeve) inside causing the boost gauge to not read correctly. The use of Teflon[®] tape or other thread sealants are not required on the plastic "T".

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