

2011 - 2015 DURAMAX LML
COOLER UPGRADE KIT

USER MANUAL

Warning Regarding Emission Laws

Not legal for sale or use on pollution-controlled motor vehicles anywhere in the United States. Legal ONLY for off-road competition racing vehicles and cannot be used on vehicles that are operated on public streets, roads, or highways.

Disclaimer

- By installing this product onto your vehicle, you assume all risk and liability associated with its use.
- It is your responsibility to make sure your vehicle complies with all federal, state, and local emissions laws. Federal and many state and local laws prohibit the removal, modification or rendering inoperative of any part of the design affecting emissions or safety on motor vehicles used on a public street or highway. Violation may result in a fine of up to \$32,500 per vehicle (or possibly higher depending on changes in the law). All civil penalties and fines for removing your vehicle's emissions equipment are the sole responsibility of the end user.
- Due to its high performance nature, this product may void vehicle manufacturer's warranty.
- GDP Tuning, LLC. is not responsible for misuse of its products. By installing this product, you release GDP Tuning, LLC. of any and all liability associated with its use.
- Depending on where you live, restrictions may apply. Check all applicable laws before installing or using!
- The purchaser and end user releases, indemnifies, discharges and holds harmless GDP Tuning, LLC. from any and all claims, damages, causes of action, injuries, or expenses resulting from or relating to the use or installation of this product that is in violation of the terms and conditions on this page, the product disclaimer, and/or the product installation instructions. GDP Tuning, LLC. will not be liable for any direct, indirect, consequential, exemplary, punitive, statutory, or incidental damages or fines caused by the use or installation of this product.

Caution

Never work on a hot vehicle. Serious injury in the form of burns can result if the vehicle has been in use. Allow vehicle to cool prior to installation. Always wear eye protection when working on or under any vehicle.

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GDP420022



Step 1

Disconnect the negative battery cables from both batteries.

Step 2

Drain the engine coolant by removing the metal retaining clip on the lower radiator line and pulling the line away from the radiator enough to allow the coolant to flow out. As the flow of the coolant slows down and the overflow bottle is empty, reconnect the lower radiator line.



Step 3

Remove the intake resonator that is held in place by two bolts.



Step 4

Loosen the hose clamps on the intake, and disconnect the MAF sensor.



Step 5

Remove the intake tube, air box, and air filter from the vehicle.

Step 6

Remove the electrical connectors on the plastic intercooler tubing and the electrical connector on the throttle valve.

Step 7

Remove the plastic intercooler tube from the throttle valve. The intercooler tube has a twist lock connection at the throttle valve.



Step 8

Remove the green electrical connector from the back of the grid heater.



Step 9

Remove the plastic cover on the side of the grid heater, and remove the red power wire.



Step 10

Remove the throttle valve that is held in place by four bolts attaching it to the grid heater.



Step 11

Remove the one remaining bolt that holds the grid heater to the intake tube.



Step 12

Remove the two bolts securing the dipstick to the intake tube. Remove the plastic clip holding the wireway to the front of the intake tube.

Step 13

Remove the two brackets secured to the intake tube, and remove the electrical connector on top of the intake tube.



Step 14

Remove the intake tube that is held in place by two bolts.
Note: It is important to plug the intake port with a clean rag to avoid any debris from getting into the intake system.



Step 15

Remove the two bolts holding the PCV valve in place on the back side of the plastic turbo mouthpiece. Move the PCV and mounting bracket safely out of the way.



Step 16

Loosen the V-band clamp that secures the plastic turbo mouthpiece to the turbo. Remove the mouthpiece from the turbo.

Step 17

Remove the crossover tube, that is held in place by five bolts. There will be two bolts on either end of the tube and a single bolt securing the crossover tube in place.



Step 18

Remove the four remaining bolts securing the EGR valve in place.



Step 19

Remove the electrical connector from the EGR valve and remove the EGR valve from the vehicle.

Step 20

Remove all five of the coolant lines (four of which can be seen in Image 14) running to the EGR coolers. It is important to remove the coolant line running between the two coolers as well.



Step 21

Remove the four bolts connecting the two EGR coolers together.

Step 22

Remove the front EGR cooler that is now held in place by two vertical bolts on the front side of the EGR cooler.

Step 23

Remove the four bolts securing the second EGR cooler to the exhaust bypass valve.



Step 24

Remove the second EGR cooler that is now held in place by a single vertical bolt near the front of the cooler.



Step 25

Remove the two coolant lines that are running to the exhaust bypass valve. The line running to the EGR cooler will be completely removed from the vehicle. The second line will only be removed from the coolant port on the exhaust bypass valve.



Step 26

Remove the three nuts that connect the uppipe to the exhaust bypass valve. Remove the bolt on the backside of the exhaust bypass valve that is securing the coolant line.

Step 27

Remove the exhaust bypass valve that is now held in place by two vertical bolts.



Step 28

With the exhaust bypass valve removed, install the new exhaust block off using the factory gasket and the supplied hardware. Four M8 x 25 hex head bolts will bolt in from the back, and one M10 x 20 hex head bolt will hold the bracket in place.



Step 29

Using one of the larger hose clamps, install the new 5/8" coolant line into the existing return line. The existing return line runs down behind the turbo. The free end of the larger tee will be installed directly into the return line. NOTE: image shows previous coolant line, which is now black.



Step 30

With the 5/8" coolant line in place, route the 3/8" coolant line with the brass barbed fitting to the front coolant line near the thermostat. Using one of the larger hose lamps, install the barbed fitting into the front coolant line, which was previously attached to the front EGR cooler.



Step 31

Using the last large hose clamp, install the loose end of the 3/8" coolant line into the heater hose running into the firewall.



Step 32

Using the smaller hose clamp, install the coolant line that previously ran to the exhaust bypass valve on the last open port on the new coolant line.



Step 33

Reinstall the plastic turbo mouthpiece to the turbo using the factory V-band clamp.



Step 34

Install the new billet aluminum intake block off plate. This will be installed where the EGR valve was removed (reference steps 18 and 19).



Step 35

Reinstall the intake tube, securing it in place with the two original bolts.

Step 36

With the original hardware, install the two brackets and the electrical connector to the intake tube.



Step 37

With the original hardware, secure the dipstick to the intake tube.

Step 38

Reinstall the grid heater and the throttle valve. This can be done simultaneously (Note: There should be a total of five bolts to secure the grid heater and throttle valve in place).



Step 39

Connect the red power wire under the plastic cover on the side of the grid heater, and reconnect the green electrical connector on the back of the grid heater.