

DPF RACE PIPE FITMENT

The installation of the DPF Race Pipe (DPF Eliminator) will stop the vehicle from sensing a blocked DPF and thus will stop post burn regeneration cycle from occurring from a pressure differential.

The Race Pipe will not stop a Post Burn Injection Cycle from occurring where the factory ECU requires a DPF ReGen by time/kms.

The Race Pipe should only be fitted when NO DPF LAMP is illuminated on the dash.

If the light is on, you will need to drive the vehicle VERY VERY HARD for 20 – 30 mins on the freeway until the light does out. Driving the vehicle hard will heat up the DPF and cause it to regenerate.

Install procedure.

- 1) All work should be carried out on whilst vehicle is cold.
- 2) Spray the pressure tubes and sensors with WD40 (or similar) and leave to soak for 10mins.
- 3) Spray the tubes and sensor again and try to work the tubes/sensors backwards and forwards to loosen the rust etc that is holding them tight. Spray copious amounts of lubricant as you work the threads. This will cause the minimum amount of damage to the tubes/threads.
- 4) Be careful with the O2 Sensor so as not to knock it around ... it is delicate.
- 5) Loosen the flange bolts and remove DPF.
- 6) Fit the DPF Race pipe and re-tighten with the supplied bolts. (note that some vehicles will not need all the bolts supplied. Also, the flange gasket is made to suit both 2.5 inch standard exhaust and 3". On 2.5 inch exhausts the flange will marry up on outer edge of gasket only. You may wish to use exhaust sealant instead of the gaskets. This is purely your choice.
- 7) On some vehicles the hangers may need to be lined up completely with the original hanger position as it may have changed from factory. Simply bend the hangers if needed.
- 8) Re fit the pressure tubes and sensor.
- 9) Drive the car as normal.
- 10) Some vehicles may benefit from a ECU reset to "reset" the fuel trims back to zero. Resetting the Nissan factory ECU is describes on our website. You can also try to disconnect the battery for 30mins and pumping your foot on the brake to fully de-energise the factory ECU.

NB. If you do not feel any power increase then it is suggested that the vehicle's catalytic convertor may be blocked.

Note: On the Pajero, the original pressure sensor pipe brackets can be used.

On the rear bracket, screw the nut back on tight (to protect the thread as you may want to refit DPF one day). Reposition the bracket up tight against the Race Pipe. Put a 3" Stainless hose clamp around Race Pipe and over the 'tab' of the bracket.

On the front bracket - turn it upside down. - it is then out of the way. Happy motoring.

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