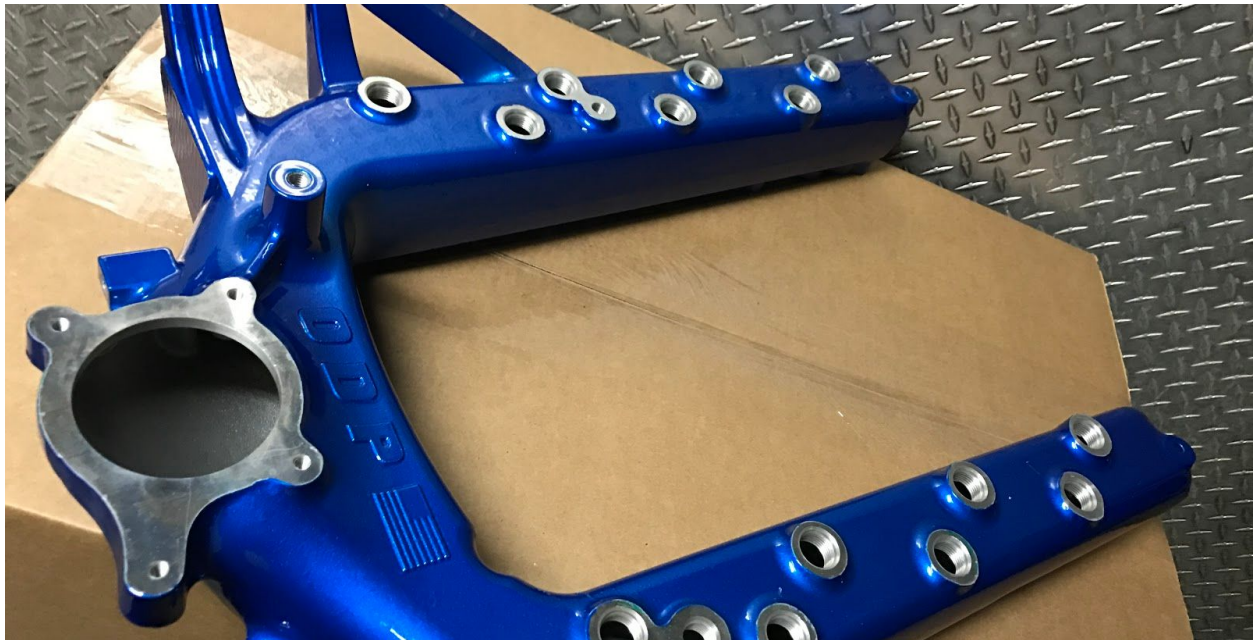


ODAWGS DIESEL S3R

Ported Intake Manifold



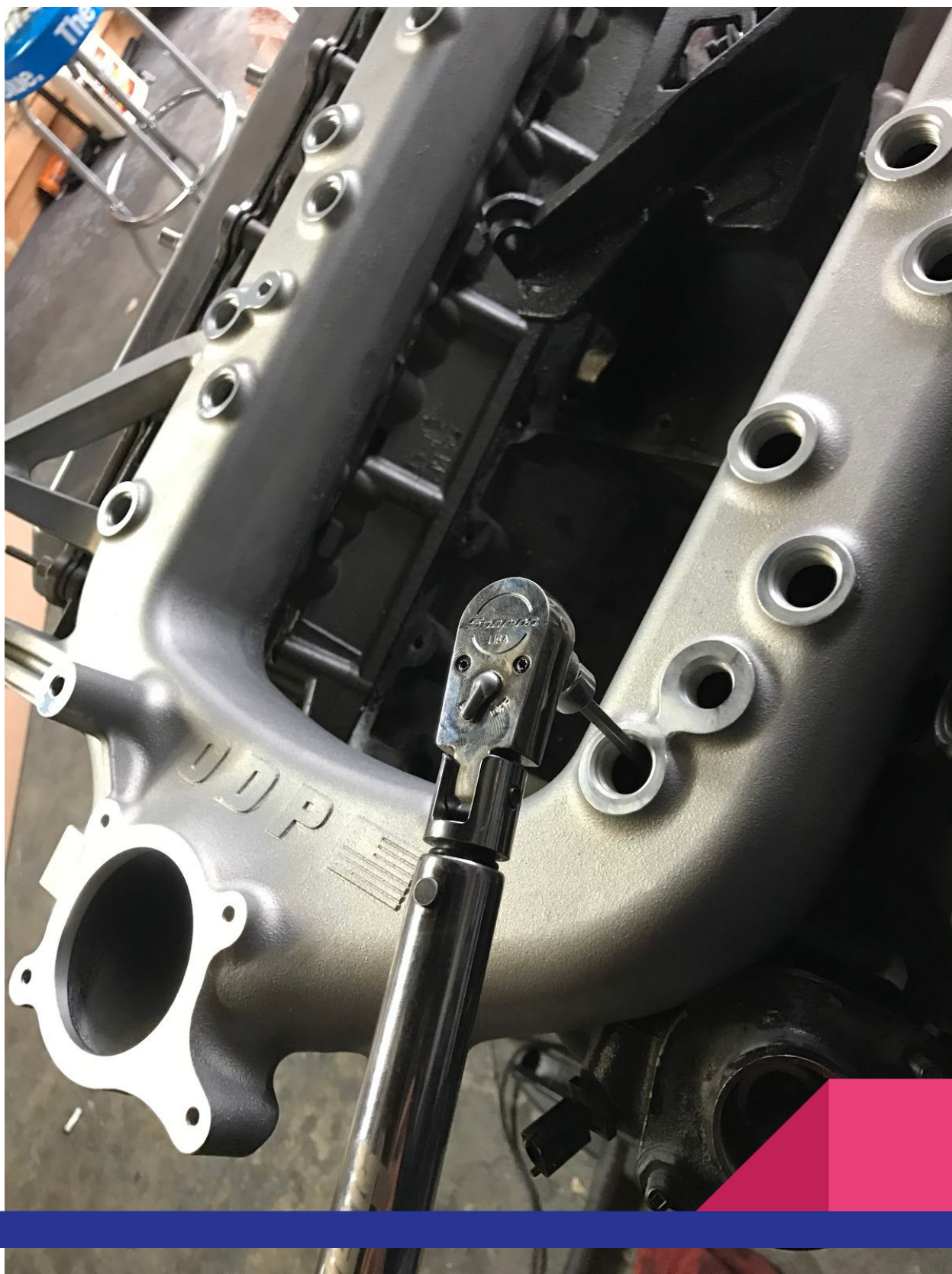
This intake manifold is for **OFFROAD USE ONLY!** Custom tuning is required.

After you have removed the turbo and factory intake manifold you will install a $\frac{3}{4}$ freeze plug into the top of the front cover. Then run the bolts through the manifold and through the gasket. The gasket will hold the bolts in place. (Be sure the tabs on the gasket are inside the manifold facing up).



Lay the manifold on top of the motor. Begin tightening the bolts by hand. (We use a 5mm 4in Allen socket for a $\frac{3}{8}$ drive ratchet). Once the bolts are all started and snugged up by hand begin to torque them to 9ft pounds. Re check torque when done. Use the factory bolts on the rear of the manifold. Once that's done begin to thread the Allen plugs by hand and tighten by hand till they stop turning. (No extra force is required).

****Some oil cooler covers may have a fin that is close to the bottom of the intake. Verify the fin isn't touching the manifold.****

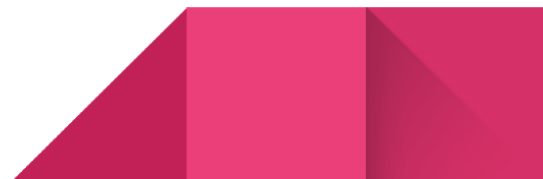


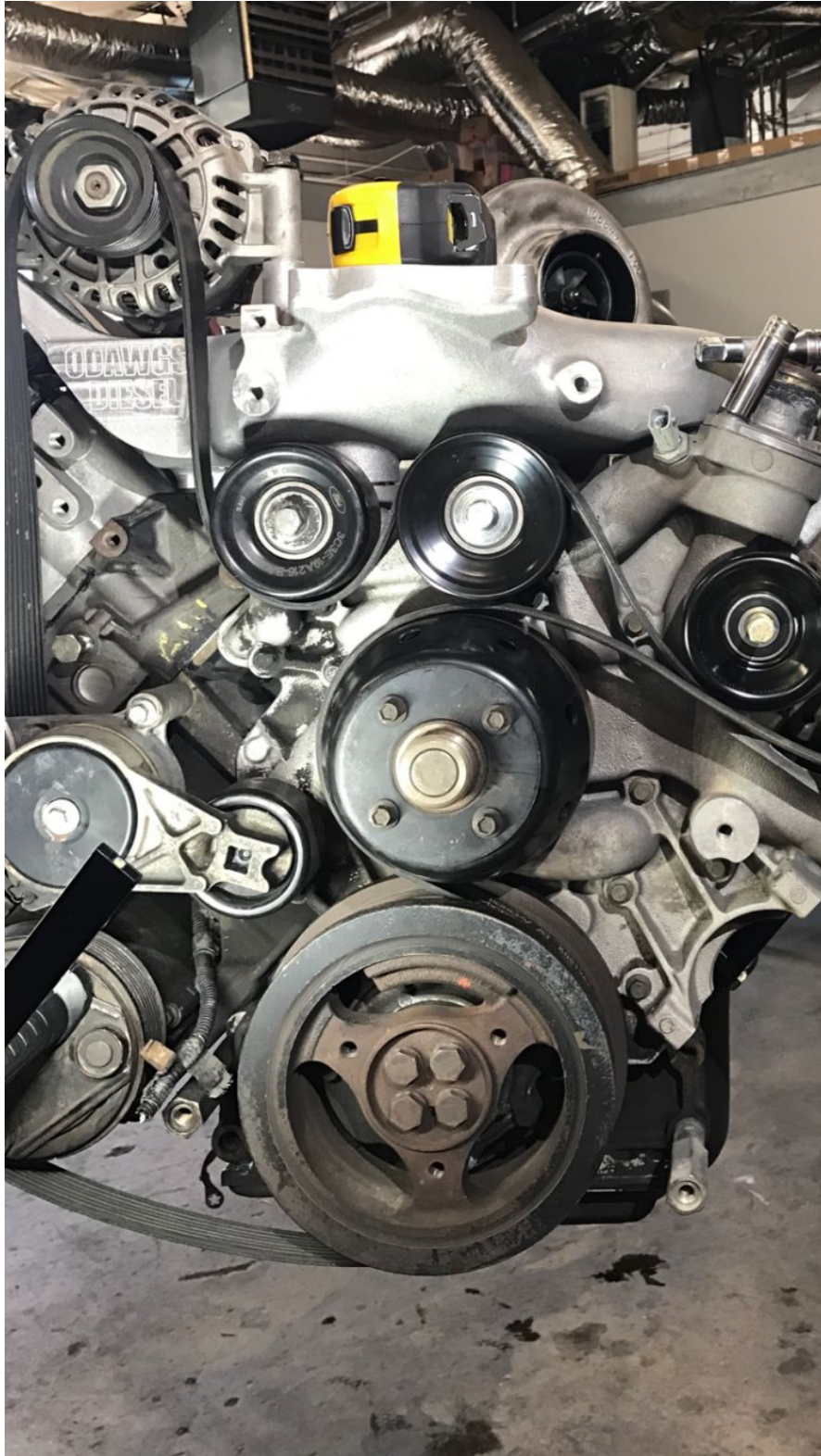


Once this is all buttoned up begin to proceed with the installation of the turbo and wiring harness etc.

Note Check idler pulley clearance under the manifold. If the idler pulley makes contact with the intake install a $\frac{3}{8}$ washer on the back side to space the idler pulley away.

Note Trucks with dual alternator setups. The ribbed pulley above the water pump will need to be swapped with the ribbed pulley on the belt tensioner for clearance.





*Note*customers with some intake systems may notice the intake resting on the wiring harness on the driver side. Adjust the intake pipe where it adapts to the face of the turbo to keep off of the harness.

If aftermarket alternators are used for example a 135amp or 140amp you will need to space the alternator up enough to clear the plug under the alternator.

Enjoy your new product! And spank them at the track!!!

Odawgsdiesel.com

Patents Pending

