Cummins ISX15 / X15

Non-EGR Manifold

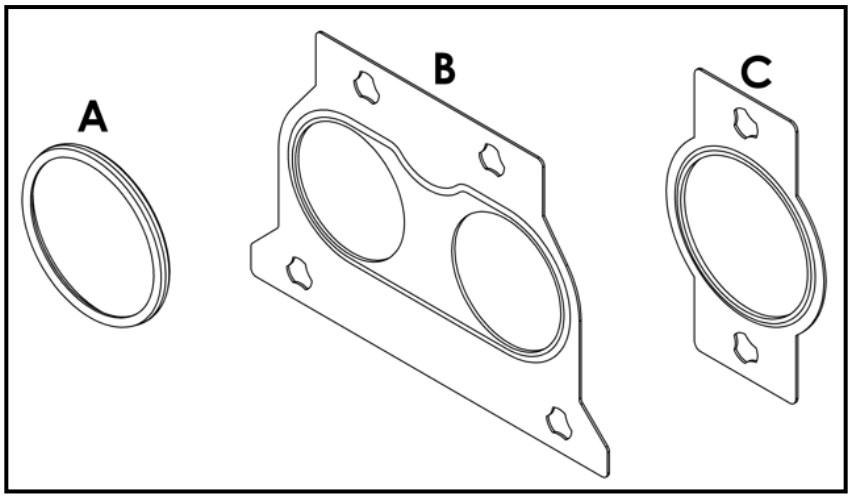
Installation Instructions

“Congratulations on your purchase of the Diesel Power Source ISX15 / X15 non-EGR, high flow manifold. This manifold has been designed with the latest CFD software to maximize the exhaust flow with the lowest flow resistance, while providing a T6 upgrade to the OEM stock manifold. Please follow these installation instructions carefully to make sure you get the improved performance and the expected lifespan out of your new manifold.”

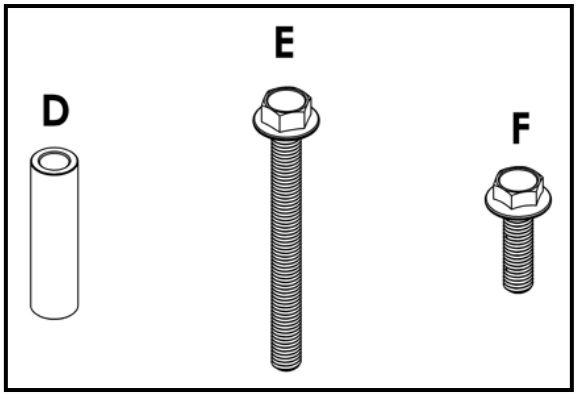
Cummins ISX15 / X15 Non-EGR Manifold

Gaskets and Hardware

Included: Gasket Kit



Upgraded DPS Hardware Kit (Only Included if Purchased Separately)



Hardware Letter	Hardware Specification	Quantity
A	Exhaust Seal	2
B	Center Manifold Gasket	1
C	Outer Manifold Gasket	4
D	DPS M10 x 60mm Spacer	12
E	DPS M10 - 1.5 x 100mm Flange Head Bolt	12
F	DPS M10 - 1.5 x 35mm Flange Head Bolt	2

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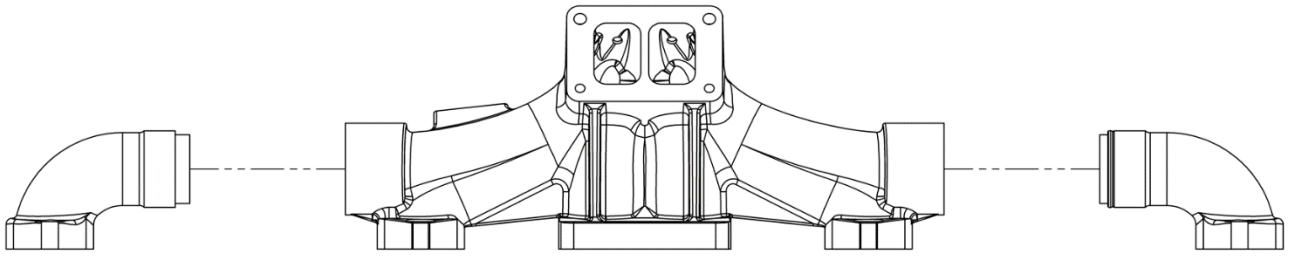
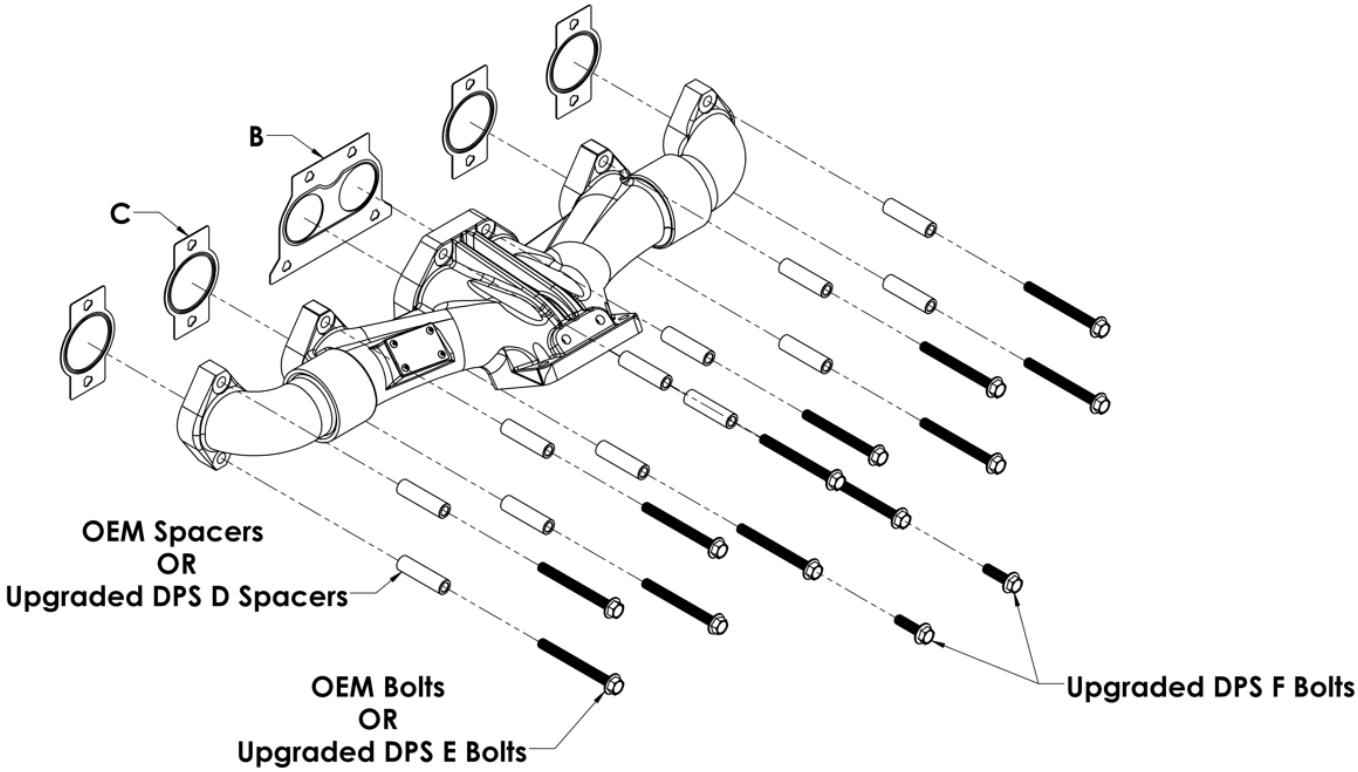
Step 1: Install the two **A** seals onto the manifold end pieces. Each seal has a hollow side and a curved side. Lay the seal on a hard surface with the curved side of the seal facing upward. Center the manifold end piece within the curved side of the seal and use a rubber mallet to lightly tap the seal onto the end piece. Once the seal is initially on the end piece, position a flat head screwdriver in the hollow side of the seal. Using the rubber mallet evenly tap the seal to the machined surface of the end piece by rotating where you position the screwdriver after each tap.

Step 2: Connect the manifold end pieces to the manifold center section. Align the manifold pieces and keep the flanges parallel by setting the center section of the manifold on a flat clean surface. Using a rubber mallet, tap the end pieces into the center section of the manifold. During this process make sure the flanges do not get scratched to facilitate a proper exhaust seal.



Step 3: Install the manifold onto the engine block by following the diagram below. Before installing the gaskets, set the manifold by the bolt holes and ensure that they line up properly. Once alignment is checked, set the **C** and **B** gaskets in place. Use the OEM hardware or if purchased the upgraded DPS **D** spacers and DPS **E** bolts, to hold the manifold and gaskets in place by passing them through the top row of holes and finger tightening the bolts. After the manifold is held in place, continue to the bottom row to install the remaining bolts. If you purchased the upgraded DPS hardware kit, you received two additional DPS **F** bolts. These bolts can be installed on the two center bottom holes of the manifold in place of the DPS **D** spacers and DPS **E** bolts. Using these bolts makes installation much easier. (**Note:** It is recommended that the bolts are coated with anti-seize before use.)



Step 4: Once the bolts are finger tight, torque the bolts to **48 ft-lbs**. It is recommended to start with a bolt on the top row next moving to an opposing bottom bolt and working from the center to the outsides.

NOTE: If you are installing the Diesel Power Source ISX15 / X15 non-EGR manifold onto a truck that was previously equipped with an EGR. The exhaust pressure sensor that was previously routed to your OEM manifold will not be routed to your new DPS manifold as there is no port for it. The exhaust pressure sensor should no longer be required as part of your EGR removal.

Step 5: After installation, drive the truck for approximately 100 miles then, while the truck is warm use gloves and re-torque all the manifold and turbo bolts, as the bolts sometimes loosen up after being heated and cooled a few times.