



GM DURAMAX

DODGE CUMMINS

FORD POWERSTROKE

2014 CATALOG

DISCLAIMER:

PPE is not responsible for items that may be out of stock due to production schedules. Certain items may require an additional freight fee for special ordering or require lead/freight time.

This publication pertains to engine and vehicles which are off the public highways except where specifically noted otherwise. Federal law restricts the removal of any part of a federally required emission control system on motor vehicles. Further, many states have enacted laws which prohibit tampering with or modifying any required emission or noise control system. Vehicles which are not operated on public highways are generally exempt from most regulations, as are some special interest and pre-emission vehicles. The reader is strongly urged to check all applicable local and state laws.

Many of the parts described or listed on this website are merchandise for off-highway application only, and are tagged with the "Special Parts Notice" reproduced here:

SPECIAL PARTS NOTICE:

This part has been specifically designed for Off-Highway application only. Since the installation of this part may either impair your vehicle's emission control performance or be uncertified under current Motor Vehicle Safety Standards, it should not be installed in a vehicle used on any street or highway. Additionally, any such application could adversely affect the warranty coverage of such an on-street or highway vehicle.

TABLE OF CONTENTS

Xcelerator	4 - 9
Duramaximizer	10
HID Headlights	11
Gauges	12 - 15
Fuel Systems	16 - 22
Suspension / Steering Upgrades	23 - 25
Intercooler	25
Silicone Hoses	26, 30
Turbo	27, 34 - 38, 63
Turbo Packages	28, 29
Manifold Upgrades	31, 32, 33
Competition / Race / Marine	39, 40, 57 - 62
Engine Performance	41, 42
Oil Filtration Systems	43
Transmission Upgrades	44 - 56
Truck Accessories	64, 67
Apparel	65 - 67



PPE LEADS THE WAY WITH INNOVATIONS IN DIESEL PERFORMANCE!

Continuous research and development makes PPE the preferred choice amongst GM, Dodge and Ford truck enthusiasts. Since 1985, and into the future, you can be sure that PPE will have solutions to meet the demands for thoroughly engineered mechanical and electronic performance products.

Xcelerator



Universal to all PPE Tuners:

- Additional horsepower
- Additional torque
- Speedometer correction (adjustable tire size from 25 to 44.75 inches in 1/4 inch increments)
- Adjustable speed limiter (from 40 to 96 mph, in 1 mph increments, or directly to 200 mph)
- Gear ratio corrections (from 2.73 to 5.13)
- Reads and clears Diagnostic Trouble Codes (DTC) through the vehicle's On-Board Diagnostic System (OBD-II)
- Real time data scanning for comprehensive engine diagnostics
- Quick learn feature for faster transmission response

By simply plugging in a PPE Xcelerator hand held programmer and pushing a few buttons you can add huge horsepower and torque gains to your truck!

The Xcelerator can adjust the speedometer to account for larger wheels/tire combinations and/or gear ratio changes and improve transmission shifting patterns. For racers who need the speed limiter raised, it is simple with the PPE Xcelerator: it can be set all the way up to 200 mph! It also scans for all comprehensive engine diagnostics in real time, even read and clear those pesky Diagnostic Trouble Codes (DTC's). Periodic software updates are available online and can be loaded right from your computer onto the PPE Xcelerator through the Universal Serial Bus (USB) side plug.



All Xcelerators include owner's manual, OBD-II cable, 2 PPE Badges and foam padded carrying case. USB cable required for updates, not included.



Easy installation of software tune levels through the vehicles OBD-II Port.

ECONOMY XCELERATOR - GM 2001-2012

Get the most out of your diesel with the PPE Economy Xcelerator Tuner. It was designed for those diesel minded owners who are looking for a mild horsepower and torque increase. This unit offers 3 horsepower settings (40, 90 and 120). Torque values are raised up to 200 lb. ft. over stock. The Economy Xcelerator also has the same features as our other Xcelerator units in that it provides the user with the ability to adjust items such as speedometer corrections, transmission tuning with online updating, and DTC code clearing. This unit is perfect for those individuals with stock engines who are looking to get that little something extra out of their Duramax when they need it most.

Features:

- 3 power levels of additional horsepower & torque
- Speedometer corrections (for tire sizes 25 through 44.75 inches at 1/4 inch increments)
- Speed limiter Adjustable (40 to 96 mph in 1 mph increments or directly to 200 mph)
- Gear ratio adjustable from 2.73 to 5.13
- Read and clear DTCs
- Engine diagnostics data read in real time
- Transmission reset and quick learn feature
- Online updates available
- DPF Regeneration (LMM, LML)

Available for: 2001-2010 LB7/LLY/LBZ/LMM (111010000)
2011-2012 LML (111010200)

Note: Legal in California only for racing vehicles which may never be used on the highway.

DURAMAX ECONOMY XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
3	120	200
2	90	160
1	40	97



STANDARD XCELERATOR - GM 2001-2012

The Standard Xcelerator series tuner was specifically designed to provide better throttle response, shifting characteristics, and add big power without the need for expensive fueling and air upgrades. It provides five power tuning levels of additional horsepower and torque (40 to 225 hp depending upon model). The best part about the PPE Standard Xcelerator is that it will optimize a stock engine's performance; especially those who have added items such as a free flowing exhaust and a cold air intake system. Another advantage of the PPE Standard Xcelerator is that if you eventually want the benefits of our Hot+2 E.T. Xcelerator Race models then, it is possible to upgrade the software.

Features:

- Up to five power levels of additional horsepower & torque (Depending upon model)
- Speedometer corrections (for tire sizes 25 through 44.75 inches at 1/4 inch increments)
- Adjustable speed limiter (from 40 to 96 mph in 1 mph increments or directly to 200 mph)
- Adjustable gear ratio from 2.73 to 5.13
- Read and clear DTCs
- Read real-time data (for engine diagnostics)
- Transmission reset and quick learn feature
- Online updates available
- DPF Regeneration (LMM, LML)

Available for: 2001-2010 LB7/LLY/LBZ/LMM (111020000)
2011-2012 LML (111022000)

Note: Legal in California only for racing vehicles which may never be used on the highway.

2001-2005 DURAMAX STANDARD XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
5	225	335
4	160	240
3	120	200
2	90	160
1	40	97

2006-2010 DURAMAX STANDARD XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
4	225	335
3	160	200
2	90	160
1	40	97

XCELERATOR

2006 DURAMAX H1 ALPHA XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
10	425	620
9	350	530
8	325	480
7	300	460
6	260	400
5	225	335
4	160	240
3	120	200
2	90	160
1	40	97



2003-2007 5.9L CUMMINS XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
3	215	325
2	165	235
1	90	130

2007.5-2009 6.7L CUMMINS XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
2	115	205
1	85	125



DURAMAX H1 Alpha XCELERATOR - GM (111060000)

The H1 Alpha Xcelerator includes 10 program levels with up to 425hp increase. You can add/remove defueling during shifts, as needed, to keep an un-modified transmission from slipping.

Features:

- Ups rev limiter to 3,800 rpm
- Removes governor restrictions
- Fast learn reset for Allison transmission

Available for: 2006 H1 Duramax

Note: Legal in California only for racing vehicles which may never be used on the highway.

Adjustable Boost Controller -

GM LLY/LBZ/LMM (111001200)

Get an additional 20psi of boost out of your turbo-charger by optimizing the vane angles, perfect for fine tuning your engine's boost levels at the race track. With the turn of a knob, you can set vane angles, resulting in lower exhaust gas temperatures (EGTs) and up to an additional 65hp. Designed for 2004.5 - 2010 GM 6.6L Duramax diesel engines equipped with variable vane turbos.

Features:

- Adjust variable vane trim angle while driving
- 2 position switch:
 - 1) All boost levels
 - 2) Boost levels above 18 psi

Note: Legal in California only for racing vehicles which may never be used on the highway.

CUMMINS STANDARD XCELERATOR - DODGE (211020000)

There is no easier way to improve the performance of your Cummins than with a PPE programmer. Simply by plugging in a PPE Xcelerator hand held programmer and pushing a few buttons, you can add huge horsepower and torque gains to your truck. There are two to three power upgrade settings that can add 85 to 215 hp to your Cummins (depending upon your model).

Features:

- Diesel particulate filter mobile de-soot feature
- Cruise control high idle enabled at the end of every download
- "Power Take Off"

Available for: 2003-2009 5.9/6.7L Cummins

Note: Legal in California only for racing vehicles which may never be used on the highway.

Power Stroke XCELERATOR - FORD (311020000)

Do you want to easily add power, improve throttle response and general overall performance to your Power Stroke? Then PPE's Power Stroke Xcelerator is perfect for your needs. Designed for 2003 through 2009 Power Stroke diesel engines, the Power Stroke Xcelerator provides up to ten levels of additional horsepower and torque settings, which adds 20 to 215 hp to your Power Stroke. It also reads and clears Diagnostic Trouble Codes (DTC) through the vehicle's On-Board Diagnostic System (OBD-II) and can correct the speedometer readings for those who have added larger wheels and tires.

Features:

- Speedometer/tire size calibration corrections
- Read and clear DTCs

Available for: 2003-2009 6.0/6.4L Power Stroke

Note: Legal in California only for racing vehicles which may never be used on the highway.

6 Position Flip Chip - FORD (311015000)

The owners of 7.3L Power Stroke diesels are in luck. PPE offers switch on the fly custom programmed chips that unleash the power in your Power Stroke. Featuring 6-position settings to give you plenty of horsepower choices, these chips fit perfectly into the ECU and communicate with all four banks of the computer for solid reliable performance. Power levels are Stock, Hi-Idle, +65, +100, +125, and +180 hp measured at the crank. It comes with a hard cover to protect chip from damage.

Features:

- Custom programmed four-bank chip enhances the operation of your vehicle
- Removes speed limiter
- Increase gas mileage by 2 to 4 mpg
- Installs into the factory computer chip

The 6-position settings are:

- 6) 180 hp/350 torque
- 5) 125 hp/225 torque
- 4) 100 hp/180 torque
- 3) 65 hp/120 torque
- 2) High Idle
- 1) Stock

Available for: 1995-2003 Ford 7.3L Power Stroke

Note: Legal in California only for racing vehicles which may never be used on the highway.



2003-2007 6.0L POWER STROKE XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
10	220	400
9	180	350
8	160	300
7	140	260
6	120	225
5	100	185
4	80	145
3	60	110
2	40	75
1	20	40

2007.5-2010 6.4L POWER STROKE XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
2	115	200
1	65	120



Xcelerator

HOT+2 E.T. RACE

Hot+2 E.T. Race
XCELERATOR - GM
2001-2010 (1110-0000)



Designed to be used with PPE's (or any) stand alone harness. If you want the ultimate in "Program Power," then you want the PPE Hot+2 E.T. Race Xcelerator. The flagship of the PPE line of Xcelerator Programmers, the Hot+2 E.T. Race Xcelerator is for those individuals who want the ultimate in racing calibrations and control over your engine's operations. The Hot+2 E.T. Race Xcelerator provides six power levels of additional horsepower and torque and the ability to tune for any scenario. That means an unreal 425 hp and 620 lb. ft. of torque increase with a few simple keystrokes! This is the tuner for those who have it all on their engine and want to get the most from those additions. The PPE Hot+2 E.T. Race Xcelerator enables you to add huge power, and also remove transmission torque limits which eliminates defueling for full power and aggressive up shifts. All of which drastically improves elapsed times. Speaking of racing, the programmer allows for the use of all specially formulated racing diesel fuels that are required when participating in a particular sanctioned racing event. How about adjusting the Speed Limiter or raising the rpm limit? No problem. Those are just some of the choices you have with the Xcelerator Hot+2 E.T. Race Xcelerator. For maximum performance adding a Dual Fueler, racing cam, ported heads and a turbo upgrade are highly recommended.

Features:

- Eliminates the need for a body control module
- Disables ignition key security (engine will start and run in any application)
- Engine will start and run in any hot rod/race or marine configuration with or without a transmission
- Transmission reset and quick learn feature for faster transmission relearn





- Speedometer corrections (for tire sizes from 27" through 44" at ¼" increments)
- Adjustable speed limiter (from 40 to 200 mph in 1 mph increments)
- Increased rev limit from 3,200 to 5,000 rpm
- Adjustable gear ratio from 2.73 to 5.13
- Read real-time data (for engine diagnostics and code clearing)
- Not compatible with emissions controlled vehicles
- Allows for the use of all specially formulated racing diesel fuels as required by a particular sanctioned event
- Removes transmission's torque limiting defueling for full power aggressive racing up shifts which improves dragm strip elapsed times
- These controllers will not operate any of the production gauges. Aftermarket gauges are required
- The vehicle's factory air conditioning is disabled by the controller
- For best power, we recommend also installing a high-flow exhaust that is 4 inch or larger

CAUTION: This race tuner will reprogram engine computer to remove all limp home engine safety self protection features such as auto power reduction or power down due to high engine coolant temperature, low oil pressure, high or low fuel pressure, low or high boost pressure or any sensor failure.

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Available for: 2001-2007 (111040000)
 2007.5-2010 (111050000) is only sold with stand alone wiring harness, pg. 60

2001-2005 DURAMAX HOT+2 E.T. RACE XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
10	425	620
9	350	530
8	325	480
7	300	460
6	260	400
5	225	335
4	160	240
3	120	200
2	90	160
1	40	97

2006-2007 DURAMAX HOT+2 E.T. RACE XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
7	425	620
6	350	550
5	300	460
4	225	335
3	160	240
2	90	160
1	40	97

Allison Nordic diesel boat was fitted with a 5 speed transmission and then the Hot+2 E.T. Race Xcelerator.

Duramax Diesel Powered Domn8er boat with PPE's Hot+2E.T. Race will make this conversion easy.

NOTE: Legal in California only for racing vehicles which may never be used on the highway.



DURAMAXIMIZER



Shim Kit included with LLY/LBZ/LMM kits



LB7/LLY/LBZ Switch Panel



Harness included with all kits



LBZ Van/LMM Switch Harness



Harness included with all kits



LBZ Van/LMM Throttle Harness

Duramaximizer Adjustable Power Chip - GM

When you want your Duramax to produce the “Max” possible power, you want the PPE Duramaximizer. Designed for racing engines equipped with PPE’s Dual Fueler CP3 Pump Kit, the Duramaximizer provides up to an additional 100 hp and 180 ft. lbs. of torque by allowing for additional fuel pressure to be dialed into the fuel system beyond what is requested by the factory PCM. Providing a true “kick in the pants” feeling, it is activated only above the 70% throttle position that the driver determines. Setting the unit is easily done with just the turn of a knob, and tuning can be done on the fly. It even lowers the EGTs at the same time!

Features:

- On the fly adjustability
- Allows maximum psi to be achieved from single or dual CP3 fuel

Available for:

2001-2002	LB7	(111001000)
2003-2004	LB7	(111003000)
2004.5-2005	LLY	(111004500)
2006-2010	LBZ/LMM	(111006000)
2006-2007	LBZ Van	(111006700)

When ordering, please specify whether you have factory fog lights or a passenger air bag switch. This information is used to select the control knob location kit.

Note: Legal in California only for racing vehicles which may never be used on the highway.

PPE Fan Controller - GM (112110000)

Clutch fans can rob an engine of as much as 30+ hp when engaged. But with the PPE Fan Controller, you can control when or even if the fan is engaged, shut off completely, full engagement, or somewhere in-between.

The switch can be set to manual (user controlled) or auto operation (engine computer controlled). For added safety, the controller will engage the fan clutch automatically when engine temp reaches 220 degrees F. And manual mode will increase fuel economy by giving the option to disengaging the fan clutch while driving at highway speeds.

Available for: 2011-2012 LML

High Idle/Valet Switch - GM

This product allows for the engine idle to be set at 3 predetermined points (between 750 rpm and 1,800 rpm) to facilitate faster engine warm-ups, electrical system charging or even having the A/C or heater working at its optimal capacity. There is a “Valet” setting as well, which governs the engine so that it reaches a maximum of 2,000 rpm, top speed of 55 mph.

Features:

- Includes dash panel insert and harness

Available for:	2001-2002	LBZ (111001800)
	2003-2004	LB7 (111002000)
	2004.5-2005	LLY (111002200)



PPE HID Headlight Conversion Kit - GM, DODGE, FORD

Get the PPE HID Conversion Kit to light your way. HID lights produce a cleaner, whiter light that is more natural for the eye to see and are just flat out brighter than halogen bulbs. The HID bulbs in the PPE HID Conversion Kit can produce up to 3,200 lumens at 5,000K, which is approx. 3 times the lumen output found in a standard halogen bulb. Thanks to their Xenon gas based operating system, as opposed to a halogens filament, they can also last approximately 4,000 hours which is over 10 times the life of a standard halogen bulb! The on-board CPU on PPE ballasts monitor the lights in real time, thus making sure the lights do not run too hot or too cold or are under or over powered. In addition, the digital ballasts are waterproof, heat-resistant, and shockproof. Installation is a simple 'Plug and Play,' which means no cutting and splicing wires. Most installations can be performed in approximately 30 minutes per side.

Features:

- 1 year warranty against manufacturing defects
- Quick start AC ballasts

Available for:

GM 2001-2010, 2500HD-3500HD

Ford 2003-2007, F250-F550

Dodge 2003-2010, 2500-3500



FORD F250 - F550		
YEAR	H / L	KIT #
2005 - 2007	HIGH/LOW	5900013--
2003 - 2004	HIGH/LOW	5909007--

GM 2500HD / 3500HD		
YEAR	H / L	KIT #
2007.5 - 2010	HIGH	5909005--
	LOW	5900011--
2001 - 2007	HIGH	5909005--
	LOW	5909006--

DODGE 2500 / 3500		
YEAR	H / L	KIT #
2010	HIGH	5909005--
4 HEAD LAMP	LOW	5900011--
2010	HIGH/LOW	5900013--
2 HEAD LAMP	HIGH/LOW	5900013--
2006 - 2009	HIGH/LOW	5900013--
2003 - 2005	HIGH/LOW	5909007--



Available color temperatures:



HID HEADLIGHTS

GAUGES



Performance Gauges - GM, DODGE, FORD

PPE gauges are the best way to quickly see if your truck is operating properly and safely within parameters. New trucks have gauges that monitor oil pressure, water temp, and electrical. Diesel drivers, especially those with hi-performance engines or those who do a lot of towing, have needs that go beyond the standard gauges. That is why PPE offers gauges that monitor the most important aspects of your diesel engine. Gauge readings can help with troubleshooting and diagnostics as well as with your peace of mind. All PPE gauges feature easy to read OEM style red pointers over black face with white numbers, all of which are housed under a stylish black bezel. PPE gauges are super accurate and react very quickly to changing conditions. Bright LED backlighting provides plenty of light, but can be dimmed when wired into the factory dash light harness.

Older style gauges have large posts where the wiring is connected making them difficult to work with. But our PPE units have small plugs that can be separated from the back of the gauge. With this feature we have made it easy to connect the wiring into a pigtail. That means easy wiring chores for, and even better, clean connections for your rig. PPE also makes it easy to hook up these gauges as the EGT gauge comes with a pyrometer probe and related wires. The boost gauge is supplied with two threaded fittings and pressure tubing. Thanks to PPE's A-pillar mount design the gauges are simple to install and the orientation provides the best view possible!

Gauge & Triple Pillar Installation Guide 2001-2004 LB7



Pyrometer (Exhaust Gas Temperature) Gauge (517010000)

Keeping your diesel engine within proper exhaust gas temperature (EGT) parameters is vitally important to ensuring the proper operation and health of your truck. PPE's Pyrometer Gauge quickly shows just how hot your truck really is. This information aids in programming fuel delivery so you can get the most power out of your diesel without damaging it in the process. The full sweep design measures temperatures from 0 all the way to 2,000 degrees Fahrenheit. The easy to read white numbers on the black background highlight the OEM style red pointer.

Features:

- White numbers on black face with OEM style red needle
- Black bezel
- Dimmable white LED illumination
- Full sweep design measures from 0 to 2,000 degrees
- Includes; EGT extension harness, EGT probe and bracket



Includes EGT extension harness and EGT probe with bracket, harness is 7.5 ft. in length.



GAUGES



Turbo Boost Pressure Gauge (516010000)

Sure, it is fun watching the needle on the boost gauge spinning thanks to that huge turbo you installed, but the PPE Turbo Boost Gauge allows you to know exactly what is happening with your engine. Allowing you to perfectly tune the fuel and boost delivery to get the most power possible out of your engine. This gauge was specifically designed for stock and performance diesel engines and comes with easy to read white lettering on black face and bezel with red needle, dimmable white LED illumination for nighttime visibility. It can measure turbo boost pressure from 0 to 60 psi. Includes boost tube kit.

Features:

- White lettering on black face with red needle
- Black bezel
- Dimmable white LED illumination
- Full sweep design measures from 0 to 60 psi

Available for:

2001-2012 GM
2003-2012 Dodge
2003-2012 Ford

Fuel Rail Pressure Gauge

Low fuel rail pressure readings can be a sign of fuel delivery trouble, and thanks to the PPE Fuel Rail Pressure Gauge it can be headed off before real trouble arises. This gauge lets you know when your diesel is starving for fuel or when it is running at its optimal tune. PPE also offers a 9 foot Fuel Rail Pressure Gauge harness (5130101) that is recommended to ease installation, but is not required.

Features:

- White lettering on black face with red needle
- Black bezel
- Dimmable white LED illumination
- Full sweep design measures from 0 to 30,000 psi

Available for:

2001-2005 GM (513010000)
2006-2010 GM (513020000)
2003-2006 Dodge (513010000)



Fuel Rail Pressure Harness (513010100)
Recommended to simplify installation

**Gauge Pillars & Console Mounts
- GM, FORD**

With PPE's A-pillar and dash gauge mounts, you no longer have to mount your 2 1/16 inch gauges in hard to see locations. What good is a gauge if you can not easily see it? PPE offers dual or triple display pillar housings that conveniently mount to the driver's side A-pillar. Pillars can be refinished by the customer since they come in natural ABS black.

Pillar Gauge Mount (1480-----)

Kodiak/Topkick Gauge Mount (148020000)



Overhead Gauge Mounts - GM

This is for owners of trucks with an overhead storage unit who want to use that area for something more important than sunglasses and hankies. Put that area to work with one of PPE's Overhead Gauge Mounts. Made from aluminum and available with or without a pair of auxiliary switches, these panels are perfect for installing two 2 1/16 inch gauges. Available finishes are the perfect aesthetic fit for the interior of your ride.

Features:

- Overhead Gauge Mounts provide a stylish yet functional view of your important gauges
- Holds two 2 1/16 inch Gauges
- Choice of 3 colors
- With or without auxiliary switches

Available in:

- 1) Black with & w/o switch (148002100/148002000)
- 2) Polished with & w/o switch (148001100/148001000)
- 3) Brushed with & w/o switch (148003100/148003000)

Available for: GM 2001-2007

Available in three color finishes:
Black
Polished Aluminum
Brushed Aluminum



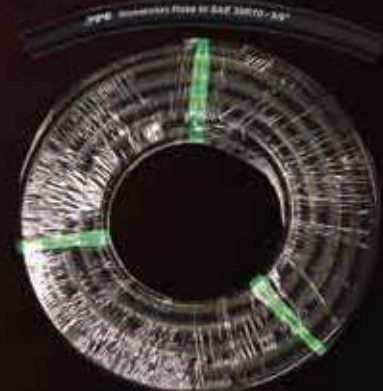
FUEL SYSTEMS



(113058000) Use with Stock Fuel Pick Up



(113058100) Use with PPE Fuel Pick Up (113052000 or 113054000)



Diesel Fuel Lift Pump - GM, DODGE, FORD (113050000)

PPE's Diesel Fuel Lift Pump is capable of pumping up to 160 gallons of fuel per hour, it is compatible with bio, low, and ultra low sulfur diesel fuels. The PPE Diesel Fuel Lift Pump is a key component to a reliable fuel system. Rather than depending on the OEM CP3 to pull fuel from the tank the PPE Diesel Fuel Lift Pump pushes fuel through the lines and filter. It eliminates the possibility of air being drawn into the system, and/or fuel restrictions from occurring. Kit includes pump, mounting bracket, dual 12V fuel pump relays and a wiring diagram.

Features:

- Up to 160 gallons per hour (GPH) fuel flow
- High flow 1/2 inch NPT inlet and outlet helps increase longevity of the stock CP3 pump
- Compatible with bio, low, and ultra low-sulfur diesel fuels
- Operating pressure 4-8 psi with engine idling
- 1 year warranty

Available for: 2001-2013 GM Duramax, Ford Power Stroke and Dodge Cummins diesel engines

Highly recommended when using a Dual Fueler CP3 kit. For even less fuel flow restriction, use in conjunction with the Billet Aluminum Fuel Pickup and CP3 High Flow Feed Line Kits.

Note: Legal in California only for racing vehicles which may never be used on the highway.

Lift Pump Fuel Line Kit - GM

There is more to installing that new electric lift pump onto your 6.6L Duramax than just bolting it up, you need to plumb it in as well. This kit provides the exact hoses, fittings, and clamps that you will need to easily complete the installation of the PPE Fuel Pump.

Includes:

- 1/2 inch Fittings/Hose/Clamps - connecting fuel tank to lift pump
- 1/2 inch Fitting/Hose/Clamps - connecting lift pump to truck

Features:

- Pre-cut hoses for easy installation
- Brass fittings

Available for: 2001-2010 Chevrolet and GMC pickups with 6.6L Duramax

PPE 5/8-Inch 30R10 Fuel Hose (51458--00)

Thanks to its 5/8 inch internal diameter, PPE's big 5/8 inch 30R10 Fuel Hose ensures that your engine will get all the power providing fuel that it needs. Due to the two layer construction, this "Immersion Rated" fuel hose does NOT have the same problem that most hoses have which is where the exterior of the fuel line disintegrates from constant exposure to corrosive fuel. This fuel hose features 30R10 rated material throughout its construction, not just the inside. That is why PPE uses the 30R10 fuel hose in its in-tank fuel pump assembly. It is reinforced with synthetic braiding for added durability. PPE's 30R10 Fuel Hose is the perfect choice for automotive, agricultural, industrial, and marine applications where durability and performance are a necessity.

Billet Aluminum Fuel Pickup Kit - GM

Capable of handling fuel flow up to 300% over stock, the PPE Billet Aluminum Fuel Pickup Kit is the perfect way to get your fuel system started. The -10 AN hose has an increased fuel flow area of over 140%. High performance tests have shown that under maximum output, fuel systems require more fuel flow than the stock fuel pick up can provide without restriction. Easy installation means only a single hole needs to be drilled.

Features:

- Designed and manufactured using the latest CAD/CAM precision modeling technology
- Machined from 6061 billet to accept a -10 push lock hose

Available for: 2001-2010 Duramax
(LB7/LLY/LBZ/LMM)

Special note: 5/8 inch Fuel Hose available in by the foot (514580100) or in a roll length of 50 feet (514585000).

Note: Legal in California only for racing vehicles which may never be used on the highway.

CP3 Pump Inlet Fitting - GM and Dodge

Get the most fuel flow possible from your stock CP3 pump by eliminating possible cavitation damage to CP3 pump from excessive suction required by high pressure CP3's fuel injection pump with this "high flow" PPE CP3 Pump Inlet Fitting. The key is the larger inner diameter of the PPE fitting, which allows fuel to flow 70% more efficiently than with the restrictive stock unit. With a greater volume of fuel available to it, the CP3 injection pump will be able to perform at its optimum capability.

Features:

- 70% more flow over stock
- Stainless Steel

Note: Legal in California only for racing vehicles which may never be used on the highway.

CP3 Pump Fuel Feed Line Kit - GM (113060---)

Any restriction in the fuel flow costs horsepower. The PPE CP3 High Flow Feed Line Kit eliminates the restriction of the factory fuel test-port/fuel block by re-routing the fuel from the fuel filter housing directly into the CP3 pump. Working in conjunction with the PPE CP3 Pump Inlet Fitting, the large 3/8 inch diameter hose allows for an increased flow to the CP3 injection pump.

Recommended for Dual Fueler installs and single CP3s where additional flow is needed. Kit includes: CP3 Pump Inlet Fitting, 24 inches of 3/8 inch hose and 3/8 inch to 1/2 inch adapter fitting.

Features:

- Eliminates fuel restrictions
- Increases horsepower

Available for:

2001-2010 GM 6.6L Duramax diesel

Available sizes: 3/8" - with (-800) or without fitting (-900)

1/2" - with (-802) or without fitting (-902)



PPE 3/8" & Stock GM 5/16" & Stock Dodge



FUEL SYSTEMS

Air Bleeder Screw - GM Yellow (513081000) Black (513081100)

Most people know that billet aluminum is a lot tougher than plastic and that toughness means fewer problems over the long haul. So, replace your fragile plastic factory air bleeder screw with the longer lasting billet aluminum PPE Air Bleeder Screw. Damage and distortion that comes naturally with a plastic unit from routine servicing will no longer be a problem because PPE's Air Bleeder Screw features a Nitrile O-ring and billet aluminum construction.

Features:

- Machined air channel on threads to bleed air (Beware of imitation bleeder screws without air channel)
- Bio diesel compatible Nitrile O-ring

Available for 2001-2012 Duramax



Duramax Water Level Sensor Wrench - GM (513080000)

PPE's Water Level Sensor Wrench does two important jobs and is the perfect fit for both! The big end is used to remove the Water In Fuel (WIF) filter sensor with ease while the small end of the wrench was literally made to fit the billet PPE Air Bleeder Screw. With time and exposure, plastic WIFs becomes brittle, and though it is hard to see, they also have a minute taper to them. PPE's Water Level Sensor Wrench matches that taper perfectly allowing the sensor to be safely removed when it is time to replace the filter. It is by definition a two in one tool, and since it is made from polished Stainless Steel it will look great in your tool box too!

Available for: 2001-2010 Duramax



Ported Fuel Rail Fitting - GM (113071000)

PPE's Ported Fuel Rail Fitting replaces the restrictive stock fitting. Our fitting increases available fuel flow volume from the CP3 pump to the fuel rail simply by making the whole bigger. Adequate fuel flow is vital to producing maximum efficient/clean horsepower. These fittings benefit both fuel rails, since the driver side fuel rail feeds the passenger side.

Features:

- Reduces fuel pressure drops that are caused by the restriction of the stock fuel rail fitting
- One or two fittings can be used simultaneously in left and right fuel rail
- Included with Dual Fueler

*Available for: 2004.5-2010 Duramax LLY/LBZ/LMM
2008-2010 Cummins 6.7*

Note: Legal in California only for racing vehicles which may never be used on the highway.



Release Valve Shim Kit - GM (113072000)

The Release Valve Shim Kit increases the pressure needed to “pop off” the pressure relief valve (PRV). This means that the available fuel rail pressure remains high during heavy engine loads and reduces the fuel flow through the fuel return system. The PPE Release Valve Shim Kit eliminates low fuel rail pressure DTC codes P1093 or P0087 (low fuel rail pressure during power enrichment) and is recommended for high performance and/or race applications.



*Available for: 2004.5-2010 Duramax LLY/LBZ/LMM
2008-2010 Cummins 6.7*

Note: Legal in California only for racing vehicles which may never be used on the highway.

High Performance Fuel Rail

- GM (113076000)

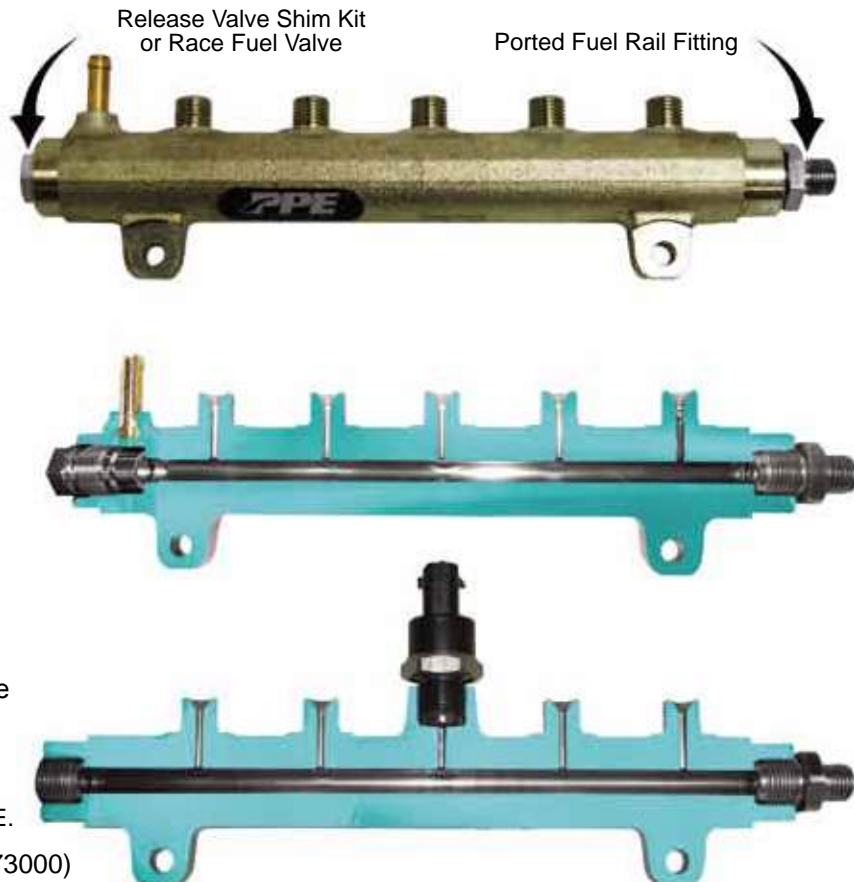
Why go to the trouble of modifying your stock fuel rail when you can simply have us do it for you? We do all the work; you will get a PPE High Performance Fuel Rail and all the benefits of a fully modified part. Equipped with both the PPE Race Fuel Valve and the Release Valve Shim Kit, this PPE unit is ready to bolt on and run. The modification helps to maintain fuel rail pressure during full throttle driving and eliminates low fuel rail pressure DTC codes P1093 or P0087 (low fuel rail pressure during power enrichment) that are caused by insufficient PRV spring pressure.

Features:

- Easy Bolt-On Performance
- Maintain Fuel Rail Pressure during Full Throttle

Available for: 2004.5-2010 Duramax

Note: Core charge applies, reimbursed upon return of good core components to PPE.



Race Fuel Valve - GM and Dodge (113073000)

The PPE Race Fuel Valve (heat treated SS construction) replaces stock pressure relief valve. This valve helps maintain fuel rail pressure during heavy engine load conditions. It eliminates potential low fuel rail pressure DTC codes P1093 or P0087 (low fuel rail pressure during power enrichment) that are caused by insufficient PRV spring pressure.

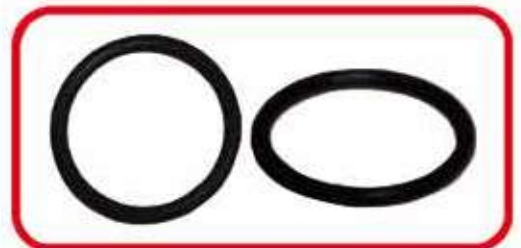
*Available for: 2004.5-2010 Duramax LLY/LBZ/LMM
2008-2010 Cummins 6.7*

Note: Legal in California only for racing vehicles which may never be used on the highway.

O-Ring for Race Fuel Valve - GM (113073001)

The perfect companion to the PPE Race Fuel Valve is this Viton O-Ring. It is made from high quality, chemical resistant Viton rubber. This ring is better than the stock unit and will last longer, too!

Available for: 2004.5-2010 Duramax LLY/LBZ/LMM





Dual Fueler CP3 Pump Kit - GM DURAMAX

Two is better than one. The single stock CP3 pump runs out of fuel well before peak power is produced. The solution is to install a second belt driven Bosch CP3 pump. The Dual Fueler pump and factory pump work in conjunction, each delivering half of the total fuel volume requested by the engine computer. In the event of one pump failing the electronic controller will automatically switches all fuel delivery responsibilities to the remaining operational pump. This kit will not produce more fuel pressure than the engine ECU requests; it will only increase fuel volume as needed to maintain ECU requested fuel pressure. For racing applications this kit provides fuel flow to maintain fuel pressure to 26,000+ psi that is essential for highly modified race engines that are seeking to produce up to 2,000+ hp.

Available for:

- 2001 **LB7 (113061100)**
INSTALL KIT, INCLUDES PUMP
- 2001 **LB7 (113064100)**
INSTALL KIT, NO PUMP
- 2002-2004 **LB7 (113061000)**
INSTALL KIT, INCLUDES PUMP
- 2002-2004 **LB7 (113064000)**
INSTALL KIT, NO PUMP
- 2004.5-2005 **LLY (113062000)**
INSTALL KIT, INCLUDES PUMP
- 2004.5-2005 **LLY (113065000)**
INSTALL KIT, NO PUMP
- 2006-2007 **LLY/LBZ (113063000)**
INSTALL KIT, INCLUDES PUMP
- 2006-2007 **LLY/LBZ (113066000)**
INSTALL KIT, NO PUMP
- 2007.5-2010 **LMM (113063500)**
INSTALL KIT, INCLUDES PUMP
- 2007.5-2010 **LMM (113067000)**
INSTALL KIT, NO PUMP

50 STATES EMISSIONS LEGAL
CARB APPROVED

HD Serpentine Belt - GM

Sure raw power is great, but your truck does have to get you back home again too. PPE offers this optional Heavy Duty Serpentine Belt for the Dual Fueler because it lasts up to 3 times longer than a comparable stock unit. It lasts longer because it was designed to handle the big horsepower and torque numbers that modified engines produce under demanding conditions. Diesel owners expect their trucks to do it all from towing to racing and still come through unscathed. With PPE's Heavy Duty Serpentine Belt for the Dual Fueler, that means fun all day and the peace of mind of knowing that the fun will continue to the next day worry free.

Available for:

- 2001 (113061087) *Dual Fueler only*
- 2002-2010 (113061088)



2007 LBZ
6.6L Duramax



Dual Fueler CP3 Pump Kit - DODGE 5.9L CUMMINS

Our PPE belt-driven Bosch CP3 fuel pump works in conjunction with the stock fuel system and is controlled by a sophisticated microprocessor module. Adding our kit to your stock fuel system reduces drive load on the stock CP3 pump, thereby increasing pump reliability. Both pumps work together, each delivering half the total volume of fuel required. In the event of one pump failing the electronic controller will automatically switches all fuel delivery responsibilities to the remaining operational pump. This kit will not produce more fuel pressure than the engine ECU requests; it will only increase fuel volume as needed to maintain ECU requested fuel pressure. For racing applications this kit provides fuel flow to maintain fuel pressure to 26,000+ psi that is essential for highly modified race engines that are seeking to produce up to 2,000+ hp.

Features:

- Dual Fueler kit includes all necessary parts for an easy bolt-on installation
- New BOSCH CP3 pump assembly with heavy duty, mounting hardware
- Billet aluminum drive pulley with 8 v-grooves/ribs
- Microprocessor controller for seamless integration
- High and low pressure fuel lines
- Fuel rail adapters and fittings
- Retains factory safety pressure relief valve
- Kit includes a Duramax 2006-2010 pump (26000+ psi)

Available for:

2003-2004	5.9L (213001100)	<i>INSTALL KIT, INCLUDES PUMP</i>
2003-2004	5.9L (213001000)	<i>INSTALL KIT, NO PUMP</i>
2004.5-2007	5.9L (213002100)	<i>INSTALL KIT, INCLUDES PUMP</i>
2004.5-2007	5.9L (213002000)	<i>INSTALL KIT, NO PUMP</i>

Note: The Dual Fueler Kit is also available without the CP3 pump.

50 STATES EMISSIONS LEGAL
CARB APPROVED

E.O. D-701-2



2003-2004 kit
Includes bracket and bracing.

2004 5.9L Cummins



PPE CP3 Pump



Stock CP3 Pump

FUEL SYSTEMS



2008 6.7L Cummins

Dual Fueler CP3 Pump Kit - DODGE 6.7L CUMMINS

A PPE belt-driven Bosch CP3 fuel pump working in conjunction with the stock fuel system while being controlled by a sophisticated microprocessor module. The PPE Dual Fueler Kit produces twice as much pumping capacity and increases fuel volume to your Cummins. Adding a PPE Dual Fueler Kit to your stock fuel system reduces drive load on the stock CP3 pump, thereby increasing pump reliability. Both pumps work together, each delivering half the total volume of fuel required. In the event of one pump failing the electronic controller will automatically switches all fuel delivery responsibilities to the remaining operational pump. This kit will not produce more fuel pressure than the engine ECU requests; it will only increase fuel volume as needed to maintain ECU requested fuel pressure. For racing applications this kit provides fuel flow to maintain fuel pressure to 26,000+ psi that is essential for highly modified race engines that are seeking to produce up to 2,000+ hp.

Features:

- Dual Fueler kit includes all necessary parts for an easy bolt-on installation
- New BOSCH CP3 pump assembly with heavy duty, mounting hardware
- Billet aluminum drive pulley with 8 v-grooves/ribs
- Microprocessor controller for seamless integration
- High and low pressure fuel lines
- Fuel rail adapters and fittings
- Retains factory safety Pressure Relief Valve

Available for:

2007.5-2010 6.7L (213003100)

INSTALL KIT, INCLUDES PUMP

2007.5-2010 6.7L (213003000)

INSTALL KIT, NO PUMP

Note: Legal in California only for racing vehicles which may never be used on the highway.

Note: The Dual Fueler Kit is also available without the CP3 pump.



6.7L Cummins

PPE CP3 Pump

Stock CP3 Pump

Tie Rod Sleeves - GM

Brushed(158030000), Polished (158030200)

Anyone who has seen a tie rod bend or outright fail at the race track knows that the stock setup is the “weak link” that could spell danger for a driver. With PPE’s 304 Stainless Steel Tie Rod Sleeves you can launch off the line with confidence. Made from solid precision machined 304 Stainless Steel, the PPE Center Tie Rod Sleeve Kit encases the majority of the threaded area between the steering rack and the tie rod. This area is where the piece is at its thinnest resulting in bending due to stress, but with the PPE sleeve covering it, the strength is drastically improved. That means no more bent Tie Rods and scary rides.

Features:

- Solid 304 SS
- Replaces OEM lock nut
- Tie Rod Sleeves now made to fit both OEM and NAPA Tie Rods

Available for:

*1999-2010 GM full size truck
SUV including H1 Hummer*

For racing and or off-road use only.

Pitman/Idler Arm Support Kit - GM (158020000)

PPE acknowledges that owners compete in drag racing, sled pulling or go off-roading. All of which place huge amounts of stress on the stock parts. Luckily, PPE’s Pitman/Idler Arm Support Kit extends their life by providing additional strength specifically to the GM’s 2500 & 3500 HD 4WD trucks. These trucks suffer from excessive load placed on the OEM steering components and the PPE Pitman/Idler Arm Support Kit provides the much needed support to prevent the Center Link from rocking forward and backward in the vehicle while still allowing the Pitman to pivot freely on its own axis.

Features:

- Includes hardware for factory or some aftermarket Pitman and Idler Arms
- Comes complete with all parts for installation

Available for:

*2001-2010 4WD Chevy & GMC
2500HD, 3500HD trucks*

*2001-2010 2WD Chevy & GMC
2500HD, 3500HD trucks*

****PROTECTED UNDER UTILITY PATENT US 7,475,891 B2****

Note: Replacement Silver Nut is available separately (158020010)



Here is an example of an aggressive 4 wheel drive launch without PPE’s Tie Rod Sleeves.



Polished (158030200)
Brushed (158030000)



SUSPENSION/STEERING UPGRADES

SUSPENSION/STEERING UPGRADES

Straight Center Link - GM Raw (158010000), Polished (158010200)

Anyone who races diesel trucks knows that competition places huge stresses on steering components. This is especially true when someone launches hard off the line, so it is not uncommon to see stock pieces failing before they even get going down the track. Made from solid precision machined 1.5 inch 304 Stainless Steel, PPE's Center Link adds much needed rigidity and improves input from the steering wheel to the tires. Its straight design eliminates center link related toe in and out problems when racing or pulling. This kit comes with a Pitman arm puller, making removing the stock center link easy.

Features:

- 1.5 inch solid Stainless Steel
- Comes with Pitman arm puller

Available for:

2001-2010 GM full size trucks, SUVs, and H2 Hummers

Tie Rod Sleeves and Center Link with Ends available as a kit.

Not compatible with PPE Race Pitman/Idler Arm.

Note: For racing and/or off road use only.

Stock is 9/16 inch.



Precision Machined Billet



Heavy Duty Puller Included (158010100)



Race Pitman Arm - CHEVY/GM (158050000)

Everything starts somewhere, and for a strong steering system it starts with the Pitman Arm. The PPE Race Pitman Arm modifies a factory arm to take the abuse of racing larger wheels or tires and increased horsepower. The factory part is precision machined and equipped with a pressed in sleeve that accepts a larger 7/8 inch bolt assembly. Placed inside the sleeve are two machined chromoly joints that are kept in place with a snap ring. This unit is designed to withstand high stress conditions without breaking and leaving you stranded.

Features:

- Replaces the weak OEM Pitman Arm with a heavy duty arm
- Unmatched strength
- 7/8 inch bolt size
- Intended to be used with PPE Center link (158016000) and Race Idler Arm (158040000)

Available for: 2001-2010 4WD or 2WD Chevy/GMC 2500/3500 HD trucks.

Note: Core charge applies, reimbursed upon return of good core components to PPE.



Race Idler Arm - CHEVY/GM (158040000)

The PPE Idler Arm gives your steering system an anchor and a strong base so that it can live up to the specific needs of a race vehicle. It is perfect for those who have added larger wheels, more horsepower or use their vehicle for race, sled-pull or off-roading purposes. It is a factory part that has been precision machined and equipped with a big 7/8 inch bolt. Intended to work with PPE's Race Pitman Arm and Center Link. Designed to withstand high stress conditions without breaking and leaving you stranded.

Features:

- Replaces the weak OEM idler arm
- 7/8 inch bolt size
- Compatible with OEM center link (with proper modifications)
- Intended to be used with PPE Centerlink (158016000) and Race Pitman Arm (158050000)

Available for: 2001-2010 4WD or 2WD Chevy/GMC 2500/3500 HD trucks.

Note: Core charge applies, reimbursed upon return of good core components to PPE.



Straight Center Link (use with PPE Race Pitman and Idler Arms) - GM (158016000)

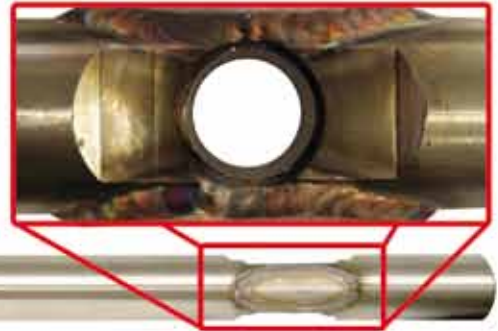
Do you want the ultimate in strength and rigidity? Then you want PPE's welded and drilled Center Link. Boasting a big 7/8 inch bolt (stock is 9/16 inch), this precision machined 304 Stainless Steel Center Link is designed to work with PPE's Race Pitman Arm and Race Idler Arm. The extra strength and straight design naturally eliminate the Center Link related toe in and out problems that occur when racing, pulling or just with everyday driving practices. It adds rigidity and control from the steering wheel to the tires.

Features:

- Big 7/8 inch bolt size for added strength
- Intended to be used with
PPE Race Pitman Arm (158050000)
and Race Idler Arm (158040000)

Available for:

2001-2010 GM full size trucks,
SUVs, and H2 Hummers



High Flow Performance Intercooler - GM

It has been shown that the factory GM intercooler causes a 2 to 3 psi pressure drop, so the boost from even the largest turbocharger can be choked if the intercooler is inefficient. With PPE's High Flow Performance Intercooler, pressure drop (wasted energy) is virtually eliminated. There is simply no comparison between the effectiveness of the PPE High Flow Performance Intercooler and the stock unit. Providing 2,142 cu. in. of cooling volume, which is 98% more volume over the stock unit's 1,083 cu. in., the PPE's High Flow Performance Intercooler not only cools a larger volume of air but it also does it faster and more efficiently. In fact, PPE's intercooler is the largest and most efficient intercooler in the industry. All of which equals more hp and fuel economy for your truck, and it still fits into the stock mounting holes! Optional studded end tanks are available.

Features:

- Exact fit into stock mounting holes
- All-Aluminum Construction
- Reduces EGTs
- Increases available turbo boost to engine
- Increases fuel economy

Available for:

2006-2010 Intercooler
LLY/LBZ/LMM (115041000)
2001-2005 Intercooler
LB7/LLY (115040000)

Note: Legal in California only for racing vehicles which may never be used on the highway.



SUSPENSION/STEERING UPGRADES AND INTERCOOLER

SILICONE HOSES



Performance Silicone Hoses - GM Specific

Having a burst rating of over 200 psi, PPE's Performance Silicone Hoses will not leave you stranded with a blown boot. Each PPE Performance Silicone Hose is strengthened with 5 plies of polyester reinforced fibers. The Fluorocarbon lined silicone rubber construction ensures that the hoses will consistently deliver a boost pressure from -76 degrees all the way to +437 degrees Fahrenheit. PPE's Performance Silicone Hoses resist fuel, oil and chemicals and are also UV and Ozone resistant. With 8 sizes and configurations ranging from 2.5 inches up to 6 inches in diameter, there is a PPE Performance Silicone Hose for every OEM application.

Features:

- Working Pressure: 70 psi - BAR 4.8
- Burst Pressure: 207 psi - BAR 14.3
- UV and Ozone resistant
- Handles high boost pressures, oil and fuel, high temperatures
- Higher flow and better lubricity than rubber

Available 6mm 5PLY Silicone Hose Sizes (GM):

- 1) Elbow Coupling (115900100) (GM 15061708)
- 2) Elbow Coupling (115900200) (GM 15124211)
- 3) Elbow Coupling (115900300) (GM 15034797)
- 4) Elbow Coupling (115900600) (GM 15124210)
- 5) Coupling (115900400) (GM 15198167)
- 6) Flexible Coupling (115900500) (GM 15188715)
- 7) Flexible Coupling (115900700) (GM 15188721)
- 8) Flexible Coupling (115900800) (GM 15102148)

Available Silicone Hose Kits:

LB7 2002-2004 Hoses -

115900100/-200/-300/-400

LLY 2004.5-2006 Hoses -

115900500/-200/-600/-500

LBZ/LMM 2006-2008 Hoses -

115900500/-200/-800

Note: Due to the 6mm wall thickness, hose clamps must be 1/2 inch larger diameter than hose ID for proper fit.

T-Bolt Clamps - GM, DODGE, FORD

Providing a positive seal while looking great are the cornerstones of PPE's Stainless Steel T-Bolt Clamps. Designed using a steel bolt and Nyloc nut for added strength and reliability, these clamps are easy to install.

Available Clamp Sizes:

- 3.00" T-Bolt Clamp for 2.50" ID (515300250)
- 3.50" T-Bolt Clamp for 3.00" ID (515350300)
- 4.00" T-Bolt Clamp for 3.50" ID (515400350)
- 4.50" T-Bolt Clamp for 4.00" ID (515450400)
- 5.50" T-Bolt Clamp for 5.00" ID (515550500)

Coolant Overflow Tank (116454025)

The tank will hold up to one gallon of coolant. Hand cut aluminum material provides more efficient cooling properties. This tank replaces the location of your secondary battery and plastic water overflow tank. Use in conjunction with Battery Remount Tray.

Features:

- 3/8" NPT to 1/2" Brass Hose Barb
- 3/4" NPT to 1" Brass Hose Barb
- Billet fill neck with overflow
- Stant Lev-R-Vent 16 lbs. cap.

Available Finish: Raw

Available Years: 2001-2006 Duramax Diesel
All Gas 1500/2500/3500

Battery Remount Tray (116454027)

Features:

- Mounts battery on frame rail
- Use with coolant tank

T4 Riser Block

Features:

- Smoothes out airflow going into the turbo
- Provides more clearance for large or small frame turbos
- It is a must have for larger turbos

Available for: 2001-2005 Duramax
2006-2010 Duramax

With port for Wastegate (116006059)

Without port for Wastegate (116006058)

Exhaust Bellows

Features:

- Internally sleeved
- Aircraft grade, stainless steel
- Four sizes available

Available sizes: 1.5 (516201015)
2 (516201020)
3 (516201030)
3.5 (516201035)

Machined Rings for Garrett Turbo

Features:

- Make your custom exhaust more reliable
- Exhaust rings for Garrett GT42/45/55 and GT4094
- Adapt to standard exhaust tubing size

Available Sizes: 3 (516210030)
3.5 (516210035)
4 (516210040)
5 (516210050)



TURBO

TURBO PACKAGES



Big Race Kit



2006 LBZ



2009 LMM



LB7 Big Race Kit

45/40 Compound Twin Turbo Kit - GM (116454000)

PPE has designed the most comprehensive Twin Turbo Package on the market! We supply you with everything you need. By designing the turbos to compliment each other we can deliver power from low to high rpms throughout the power band. The PPE 45/40 Compound Turbo Package is just the thing for customers who are serious about adding both low end grunt and top end power to their Duramax. Anyone looking to get their engine to produce big power that translates into pulling away from their competitors at the starting line or towing a loaded trailer up a grade then look no further. The key is how the strengths of the Garrett GTX4508R and GT4094R are linked and then how both turbos work together at all times. Both turbos are made by Garrett and are oil and water cooled (just like the OEM turbo charger) and ball bearing to ensure they provide unparalleled reliability as well as drivability. Each turbo has their own specialties and do their jobs very efficiently. The GT4094R spools up quicker resulting in an excellent low to midrange power, but once the engine hits mid-range and above the TiAL Wastegate diverts more of the exhaust pressure to the GTX4508R. It is the GTX4508R which supplies the mid to high-end power that will really put your duramax into overdrive.

PPE combines the turbos with a custom 3 inch intake bridge and features a 4 inch crossover tube and Race High Flow Exhaust Manifolds with Up-Pipes. This combination provides the engine with drastically enhanced intake and exhaust actions which create an unrestricted flow for the dual turbo system. Speaking of flow, the PPE High Performance Intercooler cools the air before it is pumped into the engine via the 3 inch aluminum boost tubes. The result is a virtually seamless delivery of power that works especially well with PPE's electronic and fuel upgrades.

The PPE compound turbo system does all that and still retains its A/C and heater functionality. This way, you can even be comfortable while smoking the competition!

Features:

- Garrett GTX4508R & GT4094R ball bearing-equipped, water and oil cooled turbo
- Race High Flow Exhaust Manifolds with Up-Pipes
- TiAL wastegate
- Ported 3 inch intake bridge/4 inch cold tube
- PPE's High Flow Performance Intercooler
- Seamless 3 inch aluminum intercooler tubes
- Aluminum coolant overflow reservoir
- Interlocking NO leak exhaust flanges
- Retains A/C and heater functions
- Triangulated mounting brackets, improved reliability

Available for: 2003.5-2005 LLY 2006-2010 LBZ/LMM

Note: Kit described here with optional GTX series turbos.
Legal in California only for racing vehicles which may never be used on the highway.

Dominate with our COMPOUND TURBOS!!

55/42 BIG Race Turbo Kit - GM (116554200)

If you are looking to make record breaking horsepower/torque, then you need our Big Compound Race Kit. Capable of supporting 1700+ hp, this kit includes everything that our smaller kit has with the added airflow from the larger turbos. As well as a studed intercooler to handle the higher boost pressures. The Big Race Kit is hand built for your engine; with the option to size the turbos according to your specific needs.

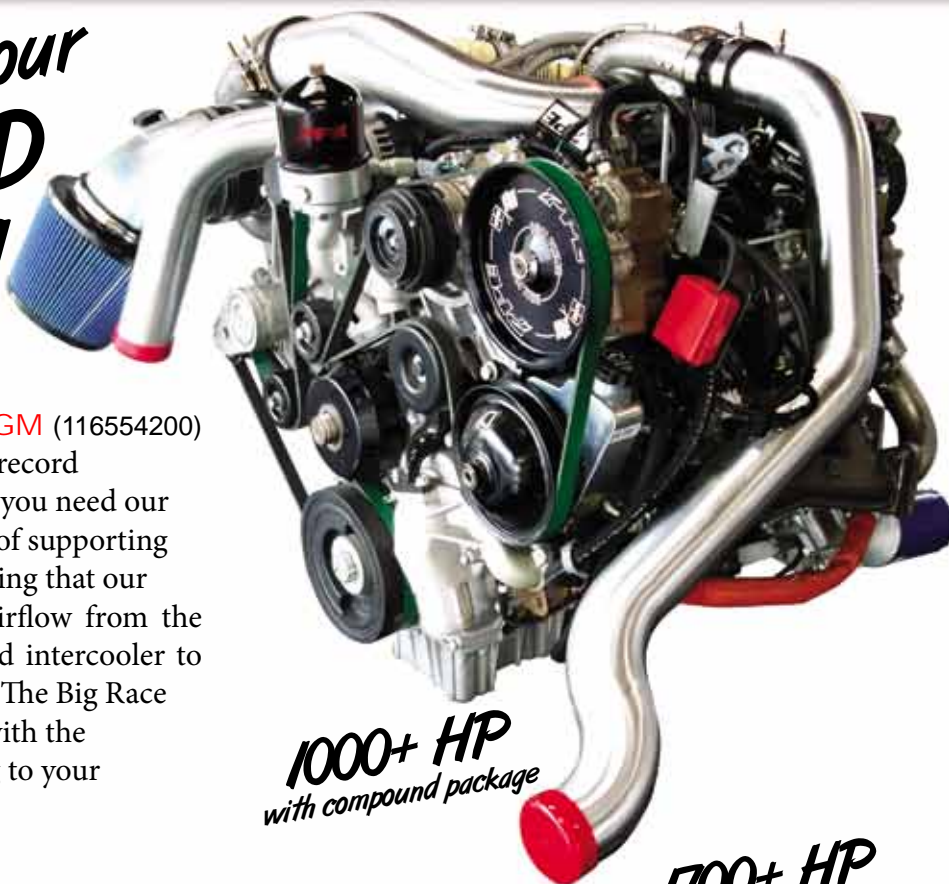
Available for:

All Duramax engine years

Note: Legal in California only for racing vehicles which may never be used on the highway.

SPECIAL PARTS NOTICE:

This part has been specifically designed for Off-Highway application only. Since the installation of this part may either impair your vehicle's emission control performance or be uncertified under current Motor Vehicle Safety Standards, it should not be installed in a vehicle used on any street or highway. Additionally, any such application could adversely affect the warranty coverage of such an on-street or highway vehicle.

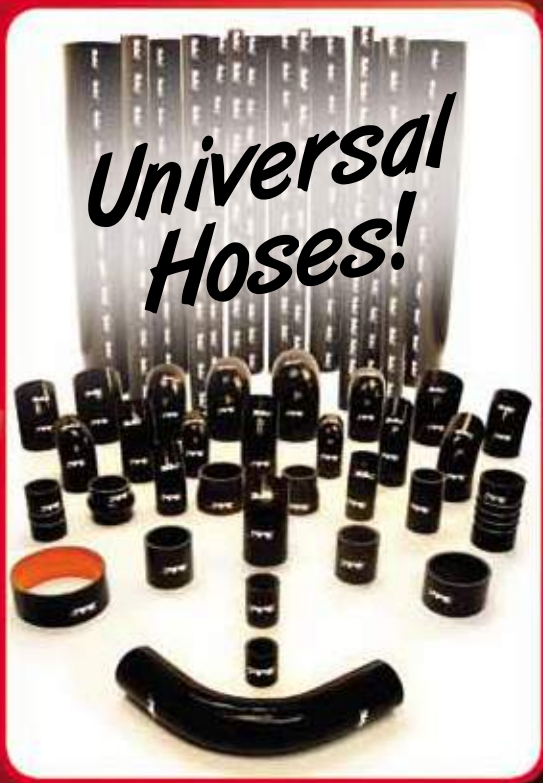


1000+ HP
with compound package

1700+ HP
with compound package



SILICONE HOSES



Performance Silicone Hoses - GM, DODGE, FORD

Drag racing and sled pulling places huge stress on your truck's parts in a very short period of time. But PPE's hoses were designed to handle the rigors of racing and competition. They are equally proficient at the job of towing heavy loads over long distances, all of which are due to their burst rating of over 200 psi. Each PPE Performance Silicone Hose is strengthened with its 5 plies of polyester reinforced fibers making them very tough, although, there is more to these hoses than simply being tough. The Fluorocarbon lining offers better lubricity (that means it is slippery and resistant to chemicals) and the silicone rubber construction ensures that they will deliver constant boost pressures from -76 degrees all the way to +437 degrees Fahrenheit. In short, PPE Performance Silicone Hoses will not blow out like a stock hose will. Especially, with being resistant to fuel, oil and chemicals while also being UV and Ozone resistant, these hoses can withstand the exposure that heavy usages puts upon them. With multiple sizes and configurations, there is a PPE Performance Silicone Hose for every design application.

Features:

- Working Pressure: 70 psi - BAR 4.8
- Burst Pressure: 207 psi - BAR 14.3
- UV and Ozone resistant
- Handles high boost pressures, oil and fuel, high temp.
- Higher flow and better lubricity than rubber

Available Universal Silicone Hose Sizes:

Coupling

90°

45°

Reducer

Straight

Note: Due to the 6mm wall thickness, hose clamps must be 1/2 inch larger diameter than hose ID for proper fit.

Here you can see the difference between PPE and a stock hoses.



WARNING:

Do not let this happen to you. Our hose popped on a test drive from daily driving's wear and tear.



High Flow Intake Manifold - GM

High performance engines require sufficient airflow as well as fuel to be optimally efficient. PPE's High Flow Intake Manifold eliminates the restrictive air intake heater, and quickly channels every precious pound of turbo boost into the engine. The result is more horsepower and lower EGTs. A light weight aluminum design features a relocation port for the turbo boost pressure sensor. It can be used on 2001-2005 racing engines with modifications and used on intake manifolds (115051200). Not compatible with EGR or stock turbo inlet. Perfect for your Marine or Hot Rod racing applications.

Features unique to 3 inch model:

- 2 1/8 inch NPT ports
- Full 3 inch intake ported bridge
- 3 inch machined end resists distortion from hose clamp

Available for: 2006-2010 LLY/LBZ/LMM

2.5 inch Polished	(115051000)
Natural	(115051100)
3 inch Polished	(115053000)
Natural	(115053100)

L/R Bank Manifolds - GM (115051200)

Sometimes you just have to look good, and your engine is no different. With these polished PPE Left and Right Side Cylinder Head Bank Manifolds, your diesel will take on an air of sophistication. Great for Marine or Hot Rod racing applications where looks count, these manifolds match perfectly with our polished High Flow Intake Manifold.

Available for: 2006-2010 LLY/LBZ/LMM

Boost Increase Valve - GM (116030000)

Increase your turbo boost pressure from the stock 18-20 to 28-30 psi in an easy five minute installation. Designed for 2001-2004 Duramax LB7 diesel engines, the PPE Boost Increase Valve will reduce those dreaded EGTs.

Features:

- Increased boost means increased air flow
- Simple 5 minute installation
- Reduces EGT's

Note: Legal in California only for racing vehicles which may never be used on the highway.



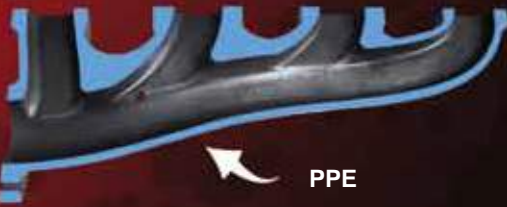
50 STATES EMISSIONS LEGAL
CARB APPROVED



E.O. D-701-1



PPE



GM



1.3"

GM

1.78"

PPE

Factory manufacturing process leaves the Up-Pipe bellows' inside liner significantly undersized and deformed causing excessive restriction. PPE's bellows are larger in diameter by 37% providing increased flow.

**High Flow Exhaust Manifold with Up-Pipes
 - GM 6.6L DURAMAX**

Replacing your stock Manifold and Up-Pipes should be your first step in building a high performance exhaust system. These exhaust manifolds were co-designed by Honeywell (Garrett) and PPE using CAD software to maximize flow characteristics. The up-pipe bellows are high flow, internally sleeved and aircraft grade! Our Race High Flow Exhaust Manifolds and Up-Pipes lower Exhaust Gas Temperatures, reduce drive pressure, and accelerate turbo spool-up while maintaining reliability. Perfect for applications with upgraded turbo systems and nitrous equipped trucks with high EGTs.

Features:

- Cast hi-sil moly iron high flow manifold construction
- Significant reduction in exhaust back pressure
- Free flowing Stainless Steel Inner Liner Bellows
- Stainless Steel 11-gauge .120-inch wall diameter Up-Pipes
- Built in bosses, pre-drilled and tapped 1/8" NPT for EGT gauge sensor
- Substantial performance increase for upgraded turbo systems and/or nitrous injection

Available for: 2001-2010 6.6L Duramax



Shown left to right:

- 2001 CA & 2001-2004 FED (116111000)
- 2002-2005 CA LB7/LLY (116111200)
- 2004-2005 LB7/LLY (116111400)
- 2006-2007 LLY/LBZ (116111600)
- 2007.5-2010 LMM (116111800)

Note: Core charge applies, EGR Up-Pipes only, reimbursed upon return of good core components to PPE.

Race High Flow Exhaust Manifold with Up-Pipes - GM 6.6L DURAMAX

If you are building a high performance exhaust system then you should start with replacing your stock Manifold and Up-Pipes, especially if you are a racer. These exhaust manifolds were co-designed by Honeywell (Garrett) and PPE using CAD software to maximize flow characteristics. Our High Flow Exhaust Manifolds and Up-Pipes lower Exhaust Gas Temperatures, reduce drive pressure, and accelerate turbo spool-up while maintaining reliability. Perfect for racing applications with upgraded turbo systems and nitrous equipped trucks with high EGTs.

Features:

- Cast hi-sil moly iron high flow manifold construction
- Significant reduction in exhaust back pressures
- Free flowing Stainless Steel Inner Liner Bellows
- Stainless Steel 11-gauge .120-inch wall diameter Up-Pipes
- Built in bosses, pre-drilled and tapped 1/8" NPT for EGT gauge sensor



Available for: 2001-2013 Duramax

Single Turbo (D-Pipe) (116111900)

Twin Turbo (Round-Pipe) (116111100)

OEM Replacement Up-Pipes - Ford

Replacing your stock Up-Pipes should be your first step in building a durable high performance exhaust system. The up-pipe bellows are internally sleeved.

Features:

- Free flowing Stainless Steel Inner Liner Bellows
- Stainless Steel 11-gauge .120-inch wall diameter Up-Pipes

Available for:

2003-2004 for use with (316119503)

Round EGR Cooler (Tall Spout)

2004-2007 for use with (316119504)

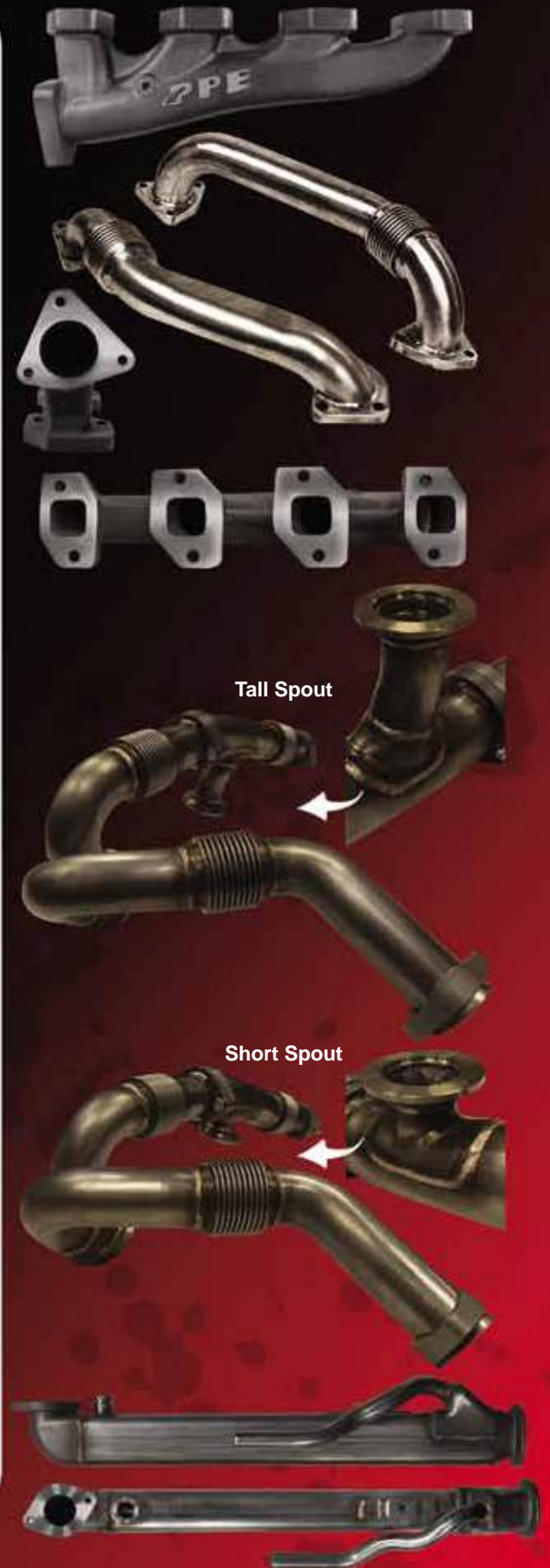
Square EGR Cooler (Short Spout)

EGR Cooler - Ford (316129504)

OEM replacement EGR Cooler with stainless steel tubes allowing for better gas flow into the manifold.

Available for Ford 6L 2004-2007 trucks.

Note: Legal in California only for racing vehicles which may never be used on the highway.



3" Down Pipe
(Openings: 3" to 3")



GT40R Series Turbo Installation Kit - GM

When you are ready to take the horsepower output of your Duramax truck to the next level, get our PPE GT40R Series Turbo Installation Kit.

The stock turbocharger is pretty good for stock or lightly modified vehicles, but it has limitations that may be restrictive, to the other modifications done to an engine. However, for those customers who live and breathe diesel power or plan to upgrade their electronics or fuel delivery, and exhaust systems in a quest for stump-pulling muscle, the next logical step is to add more pressure. With a PPE turbo installation kit, adding a midsize framed turbo with a T4 mount is simply a bolt-on installation job.

At the heart of this kit, is a sturdy cast PPE T4 Pedestal, which was specifically designed to support the weight of the turbocharger. The T4 Pedestal is made from the same high-sil moly material as our Race High Flow Exhaust Manifolds. Also included, is a 304 Stainless Steel, mandrel-bent, 3 inch diameter down pipe that will connect the turbo to a stock exhaust system via supplied V-band clamps. The mounting hardware, gaskets and hoses are also supplied.

Thanks to its T4 ready pedestal, this kit will mount any T4 based turbocharger. But for those of you who want it all, PPE offers a kit that comes with a high-quality Garrett GT40R turbocharger. PPE and Garrett have worked together on many projects. With that understanding the quality of Garrett products, so we have made the decision to continue to use Garrett turbochargers as the first choice in our GT40R Series Turbo Kit.

Available for:

<i>LB7 Kit</i>	<i>(116005000)</i>
<i>LLY Kit</i>	<i>(116005500)</i>
<i>LBZ/LMM Kit</i>	<i>(116005600)</i>
<i>Kit plus Turbo (4088R)</i>	<i>(116006500)</i>
<i>Kit plus Turbo (4094R)</i>	<i>(116007000)</i>

Note: Legal in California only for racing vehicles which may never be used on the highway.

T4 Turbo Pedestal - GM (116005059)

If you are building a custom system then you can purchase a PPE turbocharger pedestals separately. Cast from the same hi-sil moly as PPE's High Flow Race Exhaust Manifolds, these pedestals are the latest generation in design from the PPE engineers. These units will securely mount any T4 based turbocharger thus giving you multiple options.

Available for:

<i>2001-2007 Duramax LB7/LLY/LBZ</i>
<i>2007.5-2010 Duramax LMM</i>



GT42R Series Turbo Installation Kit - GM

When you live and breathe diesel power, there is no substitute for size when it comes to your turbochargers. Our customers wanted big, so we are giving every Duramax diesel owner the chance to super-size their turbo to the equivalent of a 42 series turbo by using our GT42R Series Turbo Installation Kit. If it fits on a T4 base, then it will fit this kit.

Having an engine that is producing big power requires the components to be able to take the punishment. That is why we at PPE cast our pedestals from the same high-sil moly material as our Race High Flow Exhaust Manifolds. Our kit was specifically designed to support the weight of a turbocharger. The sturdy pedestal will mount any T4 based turbocharger into the stock location quickly and easily. Trying to making it easier still, we have included everything needed to install a turbocharger by providing the pedestal, mandrel-bent and 304 Stainless Steel 3.5 inch Down Pipe with V-band clamps, all of the necessary mounting hardware, gaskets and hoses.

At PPE, we are all about offering the customer a choice. As such, one of our kits is perfect for the individual who knows which turbo they are intending to run or already has the exact turbo that they will be running. While our other kit is for the person who wants to have the name Garrett associated with their truck: a Garrett GT42R turbocharger to be exact. PPE and Garrett have a longstanding relationship which is why they are the turbocharger of choice for our GT40R Series Turbo Kits.

Features:

- High-Performance C117 Compressor and UHP Turbine
- Brings GT Ball Bearing performance to the 700 hp class
- Turbo weight supported by pedestal, not by tubing
- High-velocity design to optimize exhaust gas flow

Available for:

LB7/LLY/LBZ Kit (116006000) Kit plus Turbo(116008000)

Note: Legal in California only for racing vehicles which may never be used on the highway.

T4 Riser Block - GM (116006058)

An additional turbocharger riser block is required for larger bodied turbos (GT42R or equivalent).

Turbocharger Oil Line Gaskets - GM (116005022) (116005024)

PPE knows how to work under pressure, and so do these Turbocharger Oil Line Gaskets. Made by Interface Solutions from their high performance CMP-4000 material these gaskets resist high pressures and temperatures far exceeding the original OEM paper specs. They do not require adhesive or sealant. Available for stock turbo oil return pipe.

3" Stainless Down Pipe - GM (117000-00)

Remove the restrictive stock pipe for a smoother flow from the turbo resulting in lower EGT's, faster turbo spool-up and increased performance. PPE's Down Pipe even has greater heat retention.

3.5" Down Pipe
(Openings: 4" to 3.5")



2001-2004 (117000400)
2004.5-2010 (117000500)



2011-2014 (117000600)

GM 40R/42R/45R Ball Bearing T4 Divided Series Garrett Turbos - GM

One of the reasons Garrett Turbochargers leads the industry is thanks to their history changing developments. Such as, their patented oil cooled and water cooled low friction ball bearing cartridges. The ball bearing cartridge design reduces the amount of oil required to provide adequate lubrication and also reduces the chance of shaft seal leakage while allowing for more oil to be available for the engine's lubrication. This efficient design requires 50% less energy to drive the turbo and allows the engine to accelerate 15% faster on boost for better drivability. Another benefit of the ball bearing/water cooled design is that it reduces the possibility of turbo failure during high heat shut down due to marginal lube conditions. All R Series turbos are also re-buildable.

Garrett has been building turbochargers since late 1930's (before WWII), and their products were on the vehicles that helped with the war. It was a Garrett AiResearch turbo that helped power one of the first production turbocharged automobile engines way back in 1962. When you choose to equip your diesel with a Garrett Turbo from PPE, you are choosing a company whose history and innovations are legendary.

Common Features to all turbos:

- Ball Bearing Turbocharger
- High load capacity GT ball bearing system
- Oil/water cooled bearing system
- High performance BCI-18 compressor and UHP turbine
- V-Band turbine outlet flange
- T4-Divided turbine inlet flange

Garrett

by Honeywell



GT4088R (116002500)

Features:

- Supports up to 725 hp
- Compressor section 64.7 mm (2.5") Inducer/88 mm exducer

GT4094R (116003000)

Features:

- Supports up to 800 hp
- Compressor section 67.8 mm (2.7") Inducer/94 mm exducer

Note: Legal in California only for racing vehicles which may never be used on the highway.



GT4202R (116004000)

Features:

- Supports up to 1000 hp
- Compressor section 74.3 mm (2.99") Inducer/102 mm exducer

GT4208R/GT4508R Magnum (116009000)

Features:

- Supports up to 1100 hp
- Compressor section 79.8 mm (3.2") Inducer/108 mm exducer
- gtx4508 UPGRADED Billet wheel (1250 hp)

Recommended internal engine modifications for full effort builds with GT4202/GT4208:

- PPE Pistons
- CARILLO Rods
- ARP Head studs
- ARP Main studs

Turbos - FORD (316010000)

Ford owners are all about reliability, dependability, and purpose. That is why PPE offers the Garrett GTP38R for the 7.3L Power Stroke. This turbocharger is “dual cooled” with both water and oil, while the ball bearing design making this unit super efficient. Garrett has taken great strides in design and the GTP38R requires an amazing 50% less energy to drive the turbo. It is this efficiency that allows the engine to accelerate 15% faster with the same boost simply due to the spool up times. This not only provides more power, but it also provides better everyday drivability. All Garrett R Series turbos are re-buildable. Most turbo models are available with a journal bearing as an option for budget-minded buildups. Maximum recommended boost level is 40 psi.

Features:

- 88 mm GT compressor wheel provides 33% more flow than the stock 80 mm wheel
- Ported shroud housing improves compressor flow range
- 1.0 A/R turbine housing for free flowing exhaust with reduced back pressure and up to 200 °F reduction in exhaust gas temperature
- Maximum recommended boost level is 40 psi

*Available for: 1999.5-2003 7.3L Power Stroke
with other years available*

Note: Legal in California only for racing vehicles which may never be used on the highway.



Turbos - DODGE

PPE believes strongly in perfection, that is why we feel the perfect upgrade for the 5.9L/6.7L Cummins engine is the GT37R Garrett ball bearing water and oil cooled turbocharger. The Garrett offers enhanced reliability and dependability over the OEM turbo charger. With Garrett’s proven technologies, such as the ball bearing cartridges that require up to 50% less energy to drive the turbo, makes the Cummins engine more efficient and durable, while providing unbeatable response. All Garrett R-Series turbos are re-buildable.

Package options:

- Stage1: Used as a stock replacement. The ball-bearing upgrade provides quick spool up times, while the 82 mm diameter compressor wheel provides a mild airflow increase. The Stage1 is capable of supporting a 170 hp increase from stock.
- Stage2: Perfect for most street applications requiring more airflow to match fuel flow increase devices. The Stage2 is capable of supporting a 270 hp increase from stock.
- Stage3: This super high-flow turbo features an 88 mm compressor wheel, which is perfect for competition applications. The Stage3 is capable of supporting a 370 hp increase from stock.



TURBO



T4 Oil Feed Line Adapter (516001000)

Clean and simple are a racer's by-words; especially when it comes to oil lines and fittings. PPE's T4 Oil Feed Line Adapter simplifies oil line installation and reduces the number of pieces required to make the turbocharger oil feed line connection. Made from billet aluminum, the adapter installs with a tight O-Ring seal and accepts standard-6 AN threaded fittings.



T4 Oil Drain Fitting (516002000)

Companion to the PPE Oil Feed Line Adapter, the PPE's Turbo Oil Drain Fitting is also made from billet aluminum and significantly simplifies oil drain line installation. It too, installs with a tight O-Ring seal but thanks to its barbed end it accepts a rubber 5/8 inch oil drain line.



Oil Galley Feed Line Fitting - GM (516000800)

This PPE Oil Galley Feed Line Adapter was designed to work perfectly with PPE's T4 Oil Feed Line Adapter to provide many benefits hand and hand. Its -6 AN fitting easily connects the engine's oil galley to the turbocharger via a Stainless Steel braided oil pressure feed line. While also increasing the oil flow capacity available for single or twin turbo applications.

Features:

- Draws directly from oil galley
- Works with PPE T4 Oil Feed Line Adaptor

Available for: 6.6L Duramax



38MM/44MM/60MM Wastegate (water cooled) - GM

We use these high-quality TiAL wastegates in our dual turbocharger system, but they can also be purchased individually for those who are building custom turbocharger applications. They are made from a combination of 347 Stainless Steel (housing) and a high temp NiCrFe based alloy (valve). These units feature a silicone Nomex reinforced diaphragm. Those running in extreme conditions, these units can be water cooled using supplied fittings. Ultra compact at only 4.17 inches tall, they come with all necessary flanges and clamps.

Features:

- All Stainless Steel hardware
- Black anodized aluminum actuator



38MM (516010800)
48MM (516011000)
60MM (516011200)

Interlocking V-Band Exhaust Flange - GM, DODGE, FORD (5170---00)

Get all your exhaust connector needs met with just one kit. PPE's Interlocking V-Band Exhaust Flange Set is perfect for individuals who are building their own custom Street/Hot Rod/Race exhaust systems. It is also perfect for those occasional open header days such as race or pulling events, where the requirement is to quickly separate the exhaust tubes. One set includes one pair of interlocking V-Band flanges (made from mild steel) and one V-Band clamp (made from 304 Stainless Steel). Some welding is required for installation.

Features:

- Easy installation
- Better seamless flow
- Quick removal
- No exhaust leak



Available in 3 sizes:
- 3 inch (---3--)
- 3.5 inch (---3--)
- 4 inch (---4--)



V-Band Clamp (C) 3 inch (517031000), 3.5 inch (517035100), 4 inch (517041000)

Exhaust leaks rob power and is frankly embarrassing. Thanks to PPE's Steel V-Band clamp (C), those issues are over. Made from heavy duty 304 Stainless Steel, these units feature steel bolts and Nyloc nuts for added durability. They are available in most of the popular sizes.



Interlocking V-Band Exhaust Flange (F - Exhaust Side)

3 inch (517033000), 3.5 inch (517035300), 4 inch (517043000)

Building your own custom exhaust system is easy, thanks to PPE's Interlocking V-Band Exhaust Flanges (M-Engine Side, F-Exhaust Side). Made from mild steel, they come in "engine" or "exhaust" side configurations, so there is no confusing the two. They are easily welded onto any 3 inch, 3.5 inch or 4 inch exhaust tube and can be securely connected using one of PPE's Steel V-Band clamps.



Interlocking V-Band Exhaust Flange (M - Engine Side)

3 inch (517032000), 3.5 inch (517035200), 4 inch (517042000)

Building your own custom exhaust system is an easy thing, thanks to PPE's Interlocking V-Band Exhaust Flanges (M-Engine Side, F-Exhaust Side). Made from mild steel, they come in "engine" or "exhaust" side configurations, so there is no confusing the two. They are easily welded onto any 3, 3.5 or 4 inch exhaust tube and can be securely connected using one of PPE's Steel V-Band clamps.



V-Band Sets

3 piece set: 3 inch (517030000), 3.5 inch (517035000), 4 inch (517040000)

8 piece set: 3 inch (517038000), 3.5 inch (517035800), 4 inch (517048000)

Get all your exhaust connector needs met with just one kit. PPE's Piece Interlocking V-Band Exhaust Flange Sets is perfect for those individuals who are building their own custom Street/Hot Rod/Race exhaust systems. It is also perfect for those occasional open header days, such as race or pulling events, which require quickly separating the exhaust tubes. Some welding is required for installation.





Exhaust Tip - GM, DODGE, FORD (117020000)

Do not simply dump that exhaust smoke out of the end of your exhaust system, do it with style! Designed to fit onto any 4 inch exhaust tube. PPE's Stainless Steel Exhaust tips have been polished to a mirror like finish and proudly feature a laser-etched PPE logo. Sure these tips look great, but they are also built to last! Constructed from high-strength Stainless Steel to resist corrosion and increase longevity, these tips feature a stylish elliptical outlet and mount easily with the supplied Stainless Steel clamp.



Features:

- Fits any exhaust pipe with a 4 inch diameter, gives a custom "finished" look to your exhaust system
- Polished mirror-like finish
- Laser engraved with the "PPE" logo
- 4 inch inlet, 5.5 inches wide by 4.5 inches high with an 11 inch total length
- Easy installation with basic hand tools



Crankcase Breather Set Repair Kit - GM 2004.5 - 2010 (114020000)

Eliminate the danger of engine runaway at the race track (engine oil pulled through the turbo casing engine to run away at un-controlled at full power). Also eliminates engine oil from contaminating your turbo, intercooler and intake system while decreasing the chance of seal damage by reducing internal engine pressures with these cool billet Crankcase Breathers. Machined from billet aluminum and intended for racing applications, these breathers (wall thickness 0.100-inch, 0.625 (5/8-inch) OD, (0.450-inch) ID) route the breather hose from the turbo intake to a catch-can along the side/bottom of the engine, all the while actually increasing flow capacity. There are two billet aluminum breather in this set.



Meets NHRA racing safety requirements.

Available for: 2004.5-2010 GM



XTREME Damper - GM

If your truck is producing extreme horsepower, then it needs a PPE Xtreme Damper. A direct replacement for the OEM unit, PPE's Xtreme Damper is especially needed in high performance and modified trucks to help protect against harmful engine harmonics. It provides balanced dampening of tensional crankshaft vibrations at all rpm. Crankshaft installation increases dampening efficiency and this innovative 9.25 lb three piece design allows the hub, outer ring and counterweights to be easily tuned in the field. It features laser-etched degree marks for easy reading and visibility.

Features:

- Press fits onto the snout of the crankshaft
- NHRA & IHRA approved
- NASCAR approved



Available for:

2001-2005 LB7/LLY (118010000)

2006-2010 LBZ/LMM (118010200)

Piston Assemblies - GM

Mahle is one of the most respected names in piston manufacturing. This is why we at PPE have partnered with them to produce an open-bowl, low-compression racing piston designed for high boost applications. With a compression ratio of only 15.5:1 (stock can be 17.5:1), it means you can fully pack the cylinders with fuel and turbocharged air to achieve those ultra-high horsepower and torque numbers. PPE gives you plenty of options as these pistons are available either forged or cast and come in Standard .020 inch and .040 inch-over versions. Other options include custom compression ratios and can be had with or without valve reliefs. Kit includes rings, pistons, pin clips and wrist pins.

Available for: 2001-2010 GM 6.6L Duramax

Forged (Racing Only)

STD: (118081000)

.020 Over: (118081200)

.040 Over: (118081400)

Cast (Heavy Duty/Racing)

STD: (118080000)

.020 Over: (118080200)

.040 Over: (118080400)



ENGINE PERFORMANCE

ENGINE PERFORMANCE

Connecting Rods - GM (118030800)

For nearly 50 years, the name Carrillo has been synonymous with high performance connecting rods and winning races. That is why we at PPE, offer them for customers looking to build a true high performance 650+ rwhp diesel engine. Forged rods are much stronger and lighter than the factory units. This means that they can take more horsepower and torque load while still reducing the overall weight of the reciprocating mass. It translates into the engine produces rpm's quicker. Note that balancing the rotating assembly is recommend but clearance-modifications to the block are NOT required.



Head Stud Kit - GM

Natural (118020000), Custom Aged (118020100)

An ARP cylinder head stud kit is precision center less ground for accuracy. Thread-rolled to Mil-S-8879 specifications for increased strength while reducing stress at the threads. Hardened parallel washers for uniform load distribution and accurate torque readings. It is recommended for 45 psi and higher boost, or nitrous applications.

Features:

- Head Stud Kit is for 2001-2010 GM Duramax LB7/LLY/LBZ/LMM stud fastener style
- Made from 8740 chromoly with black oxide finish, for protection from corrosion
- 36 studs, flat washers and nuts included
- Studs are built specifically for high performance diesel applications



Main Stud Kit - GM

2001-2005 (118030000), 2006-2009 (118030100)

Increasing the boost that is fed into your truck engine is great for horsepower, but it places additional stress on stock pieces that were not designed to take them. Such as, the case with the head bolts. Thankfully ARP produces cylinder head stud kits that are designed for the real world of diesel competition. These studs are thread-rolled to Mil-S-8879 specifications for increased strength and precision center less ground for accuracy. They are built specifically for high performance diesel applications and are highly recommended for engines running 45 psi and higher boost, or those with nitrous applications. Each kit comes with hardened parallel washers, and nuts for uniform load distribution, accurate torque readings.

Features:

- Made from 8740 chromoly with black oxide finish
- Thread-rolled to Mil-S-8879 specifications

Available for:

2001-2010 GM LB7/LLY/LBZ/LMM



Oil Centrifuge Filtration Kit - GM, TOPKICK/KODIAK

Filters alone can clog or disintegrate causing interrupted oil flow, but PPE's Oil Centrifuge Filtration Kit cleans oil by generating a centrifugal force 2,000 times greater than gravity which literally flings the dirt out of the fluid. Engine oil pressure spins the rotor at a rate of over 6,000 rpm separating the solid contaminants and heavy metals from the main oil supply. Debris is spun outwards to a removable outer bowl, which can then be easily scraped clean. The centrifuge will filter particles down to 1/10th of micron, compared to the OEM 25-40 micron filter. Oil does not wear out. Dirt and impurities cause oil to lose its ability to properly lubricate. By using our kit, you can extend the intervals between each oil change from 3,000 up to 10,000 miles.

Features

- 1-hour installation time
- No filters to buy or replace

Available for:

2001-2005

LB7/LLY Duramax (114010000)

2006-2010

LBZ/LMM Duramax (114010200)

Topkick/Kodiak (114010400)



Just pop the top and scrape to clean!



Feeling like putting Earth first?
Just think about how much oil you can save
from becoming toxic waste with our kit.



OIL FILTRATION SYSTEMS

TRANSMISSION UPGRADES



Don't let this happen to you, replace your factory PTO covers today!



Factory



Heavy Duty PTO Side Plate Covers - GM (128060000)

Even a transmission can look good, all thanks to these PPE Heavy Duty PTO Side Place Covers. Made from cast aluminum, the covers add strength to center of the transmission case eliminating trans oil seepage at the mating surface. Cooling fins double the surface area (60.74 sq. in.) when compared to stock (30.62 sq. in.), therein increasing heat dissipation from the transmission oil. Kits come with the covers, mounting hardware and gaskets.

Features:

- Ridged so gasket does not slip
- Additional cooling
- Increases case rigidity

Raw finish only, available for:

Allison 2001-current

Dodge 1998-current transmissions

(manual/auto) with

PTO cover option

Note: This standard PTO size is compatible with many agricultural and commercial uses.



Triple Disc Torque Converter - GM

Black (128010300), Yellow (128010302)

Tested in applications producing up to 1,600 hp and 2,000 ft. lbs. of torque at the crank, the PPE Triple Disc Torque Converter is the ultimate in converter technology. The heavy-duty billet cover and three locking discs give you unbeatable lock-up performance. The PPE Triple Disc Torque Converter provides 130 square inches of clutch surface contact area, compared to just 49 in the stock unit. This translates into three times the holding force without increasing line pressure; which equates to a longer torque converter lifespan. Machined with the finest components that include: SAE 1040 billet front cover, CNC machined stator, proprietary clutch lining, brazed impeller and turbine vanes, 4140 impeller hub, and a 4140 turbine hub. The total assembly is electronically balanced for one final step.

Features:

- One-piece billet cover
- Heat-treated 4140 alloy turbine
- Heat-treated 4140 alloy impeller hub
- 5 year unlimited mileage warranty
- Custom stall speeds available upon request

Available for: Chevy and Dodge diesel and gas powered trucks

Note: Core charge applies, reimbursed upon return of good core components to PPE.



73 lbs

64 lbs

Billet Input Shaft - GM (128020000)

The transmission input shaft is tasked with transferring the horsepower that makes it through the torque converter and sending it to the transmission. Due to its placement, the part needs to be tough because it is subjected to a huge amount of twisting torque. The PPE Billet Input Shaft has been specially designed to withstand higher horsepower and torque levels that come with high performance engines or the added stress that comes with towing or racing. This shaft is highly recommended when installing our Stage4 or Stage5 transmission kits.

Available for:

2001-2010 Allison 1000
5 and 6 speed transmissions



Billet Output Shaft - GM (128021000)

Having big power in means having big power out, and to make sure that power makes it to the track, PPE offers this Billet Output Shaft for high performance transmissions. The PPE shaft has been specially designed to withstand the higher horsepower and torque levels that naturally come with high performance engines or the added stress from towing or racing. This shaft is highly recommended when installing our Stage4 or Stage5 transmission kits.

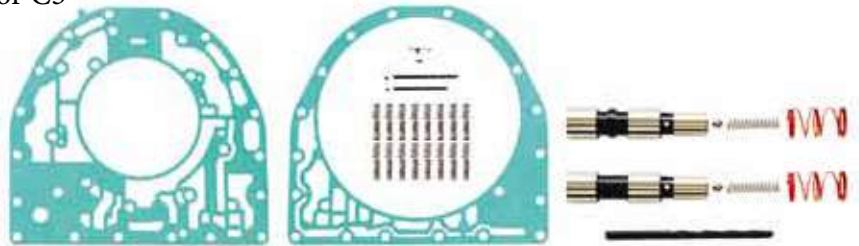
Available for: 2001-2010 Allison 1000

5 and 6 speed transmissions



Valve Body Recalibration Kit - GM ALLISON

Even with a transmission as venerable as the Allison may need some well placed improvements; that is why PPE has designed the Allison Valve Body Recalibration Kit (VBR kit). The VBR kit is perfect for those individual who really punish their vehicles in activities such as towing, racing or extreme work. This kit corrects, prevents, and reduces the Allison from going into neutral under a load. It also prevents 3rd to 4th gear slips, C2 or C3 clutch burning, and the tendency of sticking in one gear. This kit allows customers to experience short, crisp and smooth up and down shifts. Kit includes the instructions for a trouble free and worry installation.



Available for:

2001-2010 LB7/LLY/LBZ /LMM
Chevrolet/GMC 1000, 2000, 2400

GM 2001-2005 (128042000) Transmission must be removed from vehicle.

Kit includes gaskets and springs.

GM 2006-2010 (128043000) Transmission does not need to be removed.

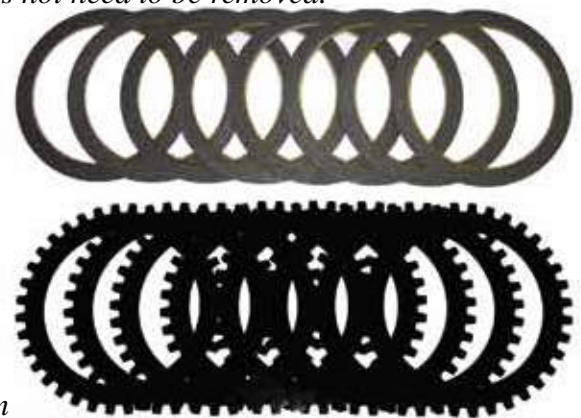
C5 Clutch Upgrade Kit - GM (128135105)

Built to handle heavy-duty towing, PPE offers the C5 Clutch Upgrade Kit. This is the strongest C5 clutch kit on the market! The C5 clutches improve First Gear, Reverse and Park. It is the ultimate in performance and transfer of rear wheel horsepower.

Features:

- 8 friction plates
- 8 Kolene Steels

Available for: 2001-2010 GM LB7/LLY/LBZ/LMM
With a Allison 1000 series Transmission



TRANSMISSION UPGRADES



Transmission Upgrades - GM ALLISON

PPE can provide you with a Stage4 or Stage5 upgrade kit but we also offer complete ready-to-install Allison transmissions. We can ship an upgrade kit or complete transmission directly to you, or our experienced service technicians to complete the install/upgrade for on your truck here at our Fullerton, CA facility.

Stage4 Transmission Upgrade Kit (850HP) - GM

2001-2004 with/without converter (128034001/-201),
2004-2005 with/without converter (128034002/-202),
2006-2010 with/without converter (128034003/-203)

For the performance enthusiast, PPE offers the Stage4 transmission kit. It will ensure that your Allison 1000 transmission can handle up to 850 hp at the crank (approx 680 rwhp) and up to 1,500 ft. lbs. of torque without damage. This kit is designed to handle a Duramax engine that has been equipped with multiple high performance modifications, such as performance chips, oversize injectors, and/or small nitrous kits. This kit includes PPE's Triple Clutch Converter, Valve Body Recalibration Kit, Converter Flow Valve and upgraded High-Friction C1, C2, C3 and C4 clutches with Kolene steels.

Features:

- Triple Disc Converter
- C1 includes: 14 1-sided internal spline frictions (7 internal and 7 external),
1 bottom apply plate
- C2 includes: 8 friction plates,
8 steel separator plates,
1 bottom apply plate
- C3 includes: 5 friction plates,
4 steel separator plates
- C4 includes: 6 friction plates,
5 steel separator plates
- Valve Body Recalibration Kit,
boost valve, pump shim
and gaskets

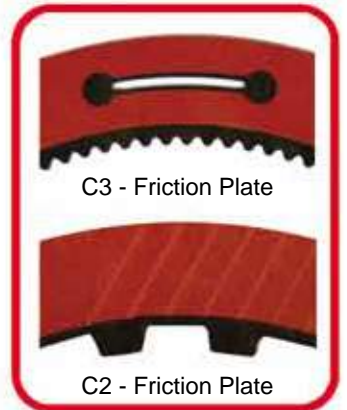
Available for: *LB7/LLY/LBZ/LMM*

Allison 1000 Transmissions

Note: Legal in California only for racing vehicles which may never be used on the highway.

*Note: Gaskets NOT provided on years; 2007.5-2009

Note: Core charge applies, reimbursed upon return of good core components to PPE.



Stage5 Transmission Upgrade Kit (1200HP) - GM (With/Without converter)

2001-2004 (128035001/-201), 2004-2005 (128035002/-202), 2006-2010 (128035003/-203)

Built to handle sled pulling and drag racing. The PPE Stage5 Transmission Kit is one of the strongest transmission upgrade kits that PPE offers. Thanks to the Triple Clutch Converter, Valve Body Recalibration Kit, Converter Flow Valve and upgraded C1, C2, C3 and C4 clutches and kolene steels, the Stage5 will hold over 1,200+ horsepower at the crank (1000+ rwhp) and 1,800+ ft. lbs. of torque.

Note: Legal in California only for racing vehicles which may never be used on the highway.



Features:

- Triple Disk Converter
- Valve Body Recalibration Kit, boost valve, pump shim, and gaskets
- C1 includes: 16 1-sided internal spline friction plates (8 internal and 8 external), 1 bottom apply plate, 1 top pressure plate
- C2 includes: 7 friction plates, 7 steel separator plates, 1 bottom apply plate for increased rigidity
- C3 includes: 7 friction plates, 6 steel separator plates, 1 apply plate, 1 top pressure plate, 1 P1 ring gear thrust element spacer, 1 modified apply piston
- C4 includes: 6 friction plates, 5 steel separator plates, 1 modified apply piston, 1 top pressure plate

Available for: *LB7/LLY/LBZ/LMM Allison 1000 Transmission*

The Stage5 is also available as a complete, ready-to-install transmission.

Note: Core charge applies, reimbursed upon return of good core components to PPE.

TRANSMISSION UPGRADES

Stage6 Transmission Upgrade Kit (2000HP) - GM (With/Without converter)

2001-2004 (128036001/201), 2004-2005 (128036002/202), 2006-2010 (128036003/203)

Built with top level performance in mind, PPE's Stage6 will handle sled pulling and drag racing. The Stage6 Transmission Kit is the strongest transmission upgrade kit that PPE offers. Thanks to the Triple Clutch Converter, Valve Body Recalibration Kit, Converter Flow Valve, upgraded C1, C2, C3 and C4 clutches and kolene steels, the Stage6 will hold up to 2,000+ horsepower at the crank (1500 rwhp) and 2,000+ ft. lbs. of torque.

Note: Legal in California only for racing vehicles which may never be used on the highway.



C-1 C-2 C-3 & C-4 capacities are increased with quality high friction clutches and Kolene steels for the ultimate holding power. Additional clutches and steels are in each pack.

Features:

- 6 Speed
- Triple Disk Converter
- Valve Body Recalibration Kit, boost valve, pump shim, and gaskets
- C1 includes: 8 internal spline plates, 8 external spline plates, 1 0.0375 plate
- C2 includes: 7 friction plates, 7 steel plates, 1 bottom apply plate
- C3 includes: 7 friction plates, 6 steel plates, 1 apply plate, 1 top plate, 1 thrust plate, 1 apply piston
- C4 includes: 6 friction plates, 2 steel thick separator plates, 3 steel thin separator plates, 1 top plate, 1 apply piston

Available for: *LB7/LLY/LBZ/LMM Allison 1000 Transmission*

The Stage6 is also available as a complete, ready-to-install transmission.

Note: Core charge applies, reimbursed upon return of good core components to PPE.

**Stage4 Transmission Upgrade Kit -
DODGE (228034000)**

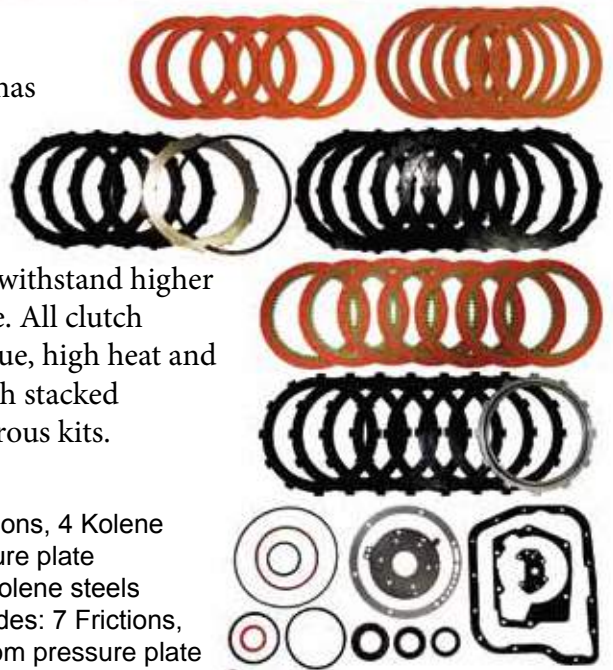
For the hard-core Dodge performance addicts, PPE has developed the Stage4 transmission kit to ensure your 48RE transmission can handle over 850 hp and 1,500 ft. lbs. of torque without damage. Clutches fail in high performance applications due to excessive heat. So PPE's Stage4 Transmission Upgrade Kit includes clutches that are able to withstand higher temperatures and more stress than any other clutch available. All clutch frictions and steel plates are made from material that is fatigue, high heat and wear resistant. This kit is designed to handle a Cummins with stacked performance mods, and the use of propane and/or small nitrous kits.

Features:

- Rear clutch power pack includes: 5 Frictions, 4 Kolene steels, 1 Snap ring, 1 Top pressure plate
- Front clutch power pack: 6 Frictions, 8 Kolene steels
- Overdrive brake clutch power pack includes: 7 Frictions, 7 Kolene steels, 1 Stepped bottom pressure plate
- Seals and gaskets necessary for installatio

Available for: 2003-2009 Cummins Diesel 47/48RE series

Note: Legal in California only for racing vehicles which may never be used on the highway.



Stage4 Transmission Upgrade Kit - FORD (328034000)

Make sure that all of the power in your Power Stroke gets to the ground with the PPE Stage4 Transmission Upgrade Kit. Clutches fail in high performance applications due to excessive heat. PPE's transmission kit includes clutches that withstand higher temperatures and stress than any other clutches available. All clutch frictions and steel plates are made from material that is fatigue, high heat and wear resistant. This ensures that your E4OD/4R100 transmission can handle over 850 hp and 1,500 ft. lbs. of torque without damage. This kit is designed for Power Stroke trucks with stacked performance chips and the use of propane, injectors and/or small nitrous kits.

Features:

- Forward clutch includes: 6 Frictions, 6 Kolene steels, 1 top pressure plate, 1 bottom pressure plate
- Intermediate clutch includes: 4 frictions, 4 Kolene steels, 1 backing plate
- Direct clutch includes: 16 frictions, 18 Kolene steels, 2 top pressure plates, 2 snap rings
- Overdrive includes: 4 frictions, 4 Kolene steels, 1 top pressure plate
- Seals and gaskets necessary for installation

Installation: Transmission must be removed from vehicle.

Available for: 1999-2003 Power Stroke 7.3L

2004-2010 also available (not shown)

Note: Legal in California only for racing vehicles which may never be used on the highway.



TRANSMISSION UPGRADES



Standard Profile Aluminum Transmission Pan - ALLISON (1280520--)

Replace the stock stamped metal pan with one that will help keep your transmission cool and protected and not just hold fluid. Cast from high-grade aluminum alloy and holding stock capacity, it is only 5 inches deep making this pan perfect for those who like their rides lowered to the ground and still running cool. Thanks to the 3/4 inch external cooling fins, the fluid will run much cooler than the stock pan. The PPE pans are tough, too! No, you can not use them as a skid plate, but thanks to its thick cast construction with external fins and the additional side ribbing, all PPE Transmission Pans are much stronger than the stock units. Each pan is equipped with 1/8 inch and 1/4 inch NPT threaded ports for easy installation of gauge sensors as well as one of PPE's Neodymium magnet equipped 17mm hex head drain plugs. The Neodymium magnet is an insanely strong magnet that attracts and holds harmful metal particles floating in your oil. New Stainless Steel Allen head mounting hardware is supplied. The PPE Standard Profile Aluminum Transmission Pan is perfect for hot rod or marine applications.

Features:

- 3/4 inch External cooling fins reduce oil temp.
- Robust side ribs provide additional strength
- 1/8 and 1/4 inch NPT threaded ports for gauge sensors
- High strength Neodymium magnet equipped SS drain plug with re-usable Viton O-Ring
- Retains use of high quality original Allison pan gasket
- Includes new trans oil filter
- SS plugs and Allen head screws

Available for: *GMC & Chevy 2001-current Allison Transmissions*

Magnetic Drain Plugs:

Race Weight Black Aluminum (128051004)

Magnetic Raw Stainless Steel (128051001)

O-Ring for Plug (128051002)

(All pans come standard with one raw SS drain plug.)

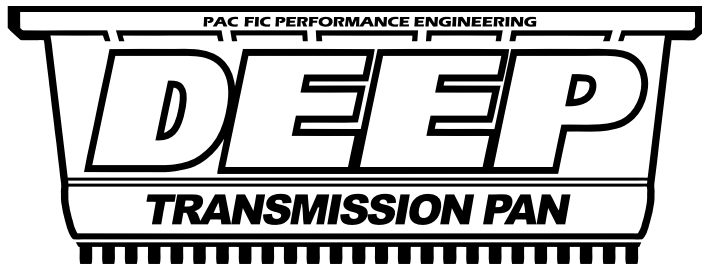


Available in 3 finishes:

- Raw (128052000)

- Brushed (128052010)

- Black (128052020)



Heavy Duty DEEP Aluminum Transmission Pan - ALLISON 1000/2000/2400 series (1280510--)

Simply stated, more is better when it comes to transmission fluid. The more fluid there is, the cooler the transmission runs. The cleaner the fluid stays, the longer the transmission lasts. That is why you need a PPE Heavy Duty DEEP Aluminum Transmission Pan for your Allison transmission. But wait, there is more! Large 7/8 inch cooling fins outside and internal heat sink fins reduce transmission operating temperatures up to 40 degrees. The PPE Heavy Duty DEEP Aluminum Transmission Pan features an internal filter lock for the supplied Allison deep filter, drilled and threaded 1/4 inch and 1/8 inch NPT ports for optional temperature probes, a 1 inch port provides for easy fluid drainage and a high powered Neodymium magnet-equipped drain plug. Allen head mounting bolts and a new filter also come with the kit.

Features:

- Internal and external cooling fins, 6.25 inches from the face of the pan to the tops of the fins
- Increases fluid capacity by 4 quarts
- Decreases trans temperatures up to 40 degrees
- Robust side ribs provide added strength
- Pan cast from A356-T6 aluminum alloy
- Plugs, cap screws, and washers are all Stainless Steel
- Large 1 inch drain port
- High strength Neodymium magnet-equipped SS drain plug
- Drilled and threaded 1/8 and 1/4 inch NPT ports for optional temperature probes
- Compatible with OEM gasket
- Easy bolt-on installation and removal makes service quick
- Built in Filter Lock keeps filter securely in place

*Available for: 2001-2014 Allison Transmissions
Race Weight Drain Plug (128051004) compatible.
Recommended for all stock Allison transmissions.
Highly recommended for transmissions equipped with Stage4 & Stage5 kits.*



Available in 3 finishes:

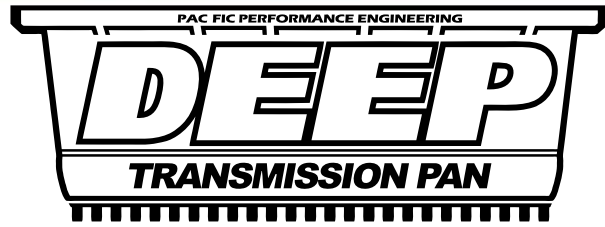
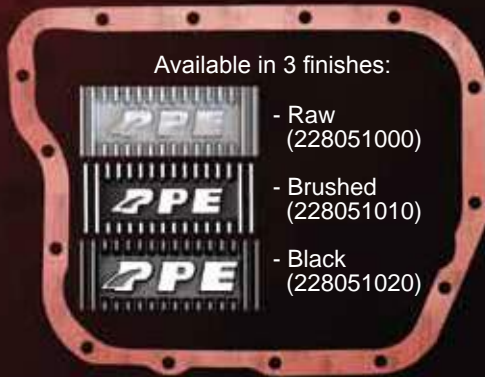
- Raw (128051000)

- Brushed (128051010)

- Black (128051020)



TRANSMISSION UPGRADES



Heavy Duty DEEP Aluminum Transmission Pan - DODGE (2280510--)

Simply stated, more is always better when it comes to transmission fluid. The more fluid there is, the cooler the transmission runs while the cleaner the fluid stays, the longer the transmission will last. That is why you need a PPE Heavy Duty DEEP Aluminum Transmission Pan for your Dodge transmission. Large 3/4 inch cooling fins outside and internal heat sink fins reduce operating temperatures up to 40 degrees. The pan has a 6 inch overall depth. And the PPE Heavy Duty DEEP Aluminum Transmission Pan features a high powered Neodymium magnet-equipped drain plug. Allen head mounting bolts and a gasket come with kit.

Features:

- 1/8 and 1/4 inch NPT Stainless temperature access ports
- Stainless Steel drain plug
- Robust side ribs provide additional strength
- Increases fluid capacity by 4 quarts
- Viton O-Ring sealed filter spacer block
- Includes heavy-duty MP-15 gasket (for use on early models)

Available for:

1966 to 1989-36RH, 37RH

1989 to 1995-46RH, 47RH

1996 to 2001-46RE, 47RE

2002 to 2007-48RE

All 727 Transmission bodies

Race Weight Drain Plug (128051004) compatible.

Viton O-Ring Sealed Filter Spacer Block - DODGE (228051001)

If you use a PPE Heavy Duty Deep Transmission Pan on your Dodge, then you need a PPE Viton O-Ring Sealed Filter Spacer Block to properly place the filter/pick up further down into the fluid. This may seem obvious, but the Viton O-ring makes all the difference. A common problem with some competitor's pans is that their spacer blocks do not have an O-ring. Therefore their units can suck air and get starved of fluid which can lead to a costly transmission failure. Due to its positive seal there will be no leaks with the Viton O-Ring. New screws come with the kit to securely attach the filter.

FRONT



DIFF COVER

PACIFIC PERFORMANCE ENGINEERING

Front Aluminum Diff Cover - GM ALLISON (1380410--)

Add strength, style, cooling, and an additional 3/4 of a quart of fluid to your 2011+ GM 9.25 IFS front differential with PPE's Front Aluminum Differential Cover. The stock cover is just that; it is simply a stock cover that holds the fluid in. It does not do anything regarding cooling and due to its thin metal construction, we are pretty sure that it will not take any abuse. But for those individuals who want their truck to look good, the stock front pan sure does not do anything in that department. In stark contrast, the PPE Front Aluminum Differential Cover looks great while at the same time increasing the fluid capacity by a full 3/4 of a quart. The extra fluid cools quickly because of the added surface area, in the form of external 1/4 inch cooling fins that catch and channel passing air. It is a benefit that makes this pan cool. With their ribbed design these fins exponentially increase the exterior surface area, all of which means more air hitting more areas and thus more cooling of the fluid. The cooling continues inside as 5/8 inch internal fins act as heat sinks to draw away the high fluid temperatures to the exterior fins, where it is simply blown away. One of PPE's high powered Neodymium magnet-equipped 17mm hex head sight level/fill plugs that attracts and holds harmful metal particles are included. Available in 3 different finishes: Raw, Brushed and Black. The best part is our rear differential cover is made from high-grade aluminum alloy.

Features:

- Cast from high grade aluminum alloy
- 1/4 inch external cooling fins
- 5/8 inch internal fins
- 3/4 additional quart capacity
- 1/8 inch Stainless temperature probe plug
- SS 17mm hex head drain plug with a 1 inch Neodymium magnet that attracts and holds harmful ferrous metals
- Retains use of original high quality gasket
- Adds additional strength to gear housing

Race Weight Drain Plug (128051004) compatible.

Available for: 2011+ GM 9.25 IFS - 2500HD/3500HD



Shown to the right is a stock Front Diff Cover.



Available in 3 finishes:

- Raw (138041000)

- Brushed (138041010)

- Black (138041020)



TRANSMISSION UPGRADES



Available in 3 finishes:

- Raw (138051000)



- Brushed (138051010)



- Black (138051020)



HEAVY DUTY PACIFIC PERFORMANCE ENGINEERING DIFF COVER

Heavy Duty Rear Aluminum Differential Cover - GM, DODGE (1380510--)

Show your style, by flying a PPE Heavy Duty Rear Aluminum Differential Cover from the back of your truck. Besides looking cool, there are definite benefits. Thanks to the internal heat-sink baffles and 1/2 inch external fins (the tallest on the market) your fluid will be cooler than ever. Speaking of fluid, due to the increased fluid volume that comes with a PPE Heavy Duty Rear Aluminum Differential Cover there is now even more fluid to lubricate and cool. Although there is more oil to keep clean, you do not have to worry, because the high powered Neodymium magnet-equipped fill plug will pull metal particles out of the oil before they ever have a chance to attack the bearings. Cast from aluminum alloy, the PPE Heavy Duty Rear Aluminum Differential Cover comes with Stainless Steel fasteners and a CMP - 4000 high performance gasket to make installation a quick job.

Features:

- Internal and external cooling fins
- SS Allen head fasteners
- Neodymium magnet equipped fill and drain plugs
- Natural finish increases heat transfer.
- Powder coated finish available as a special order

Includes:

- SS mounting bolts (M8 x 30 x 1.25 Allen head bolt)
- 3/8 inch o-ring sealed drain plug
- 1 inch SS Magnetic sight level/fill plug with Viton O-Ring Seal
- CMP - 4000 high performance gasket
- 2 tapped ports 1/8 & 1/4 inch temperature probes

Available for:

2001 and Newer GM 2500/3500

trucks with 14 bolt -
11.5" rear axle

2003 and Newer Dodge 2500/3500

trucks with 14 bolt -
11.5" rear axle

Race Weight Drain Plug (128051004) compatible.

HEAVY DUTY

PACIFIC PERFORMANCE  ENGINEERING

DIFF COVER

Heavy Duty Rear Aluminum Differential Cover - FORD (3380510--)

We know that people who love Fords, and just about everyone else, like to show off and have their Power Strokes diesels pull away from the pack, so we at PPE, have made a Ford version of our PPE Heavy Duty Rear Aluminum Differential Cover. Besides looking cool, there are benefits to these covers. Thanks to the internal heat-sink baffles and 3/4 inch external fins (the tallest on the market) your fluid will be kept cool. Speaking of fluid, due to the increases in your fluid volume that come naturally when you equip your truck with one of our covers you will have more fluid to lubricate and cool your bearings. With more fluid to keep clean, PPE's exclusive high powered Neodymium magnet equipped fill plug will pull metal particles right out of the oil before they have a chance to attack the bearings. Cast from aluminum alloy right here in the USA, the PPE Heavy Duty Rear Aluminum Differential Cover comes with Stainless Steel fasteners and a CMP - 4000 high performance gasket to make installation a quick and sure job.

Features:

- SS Allen head fasteners
- Neodymium magnet equipped fill and drain plugs
- Natural finish increases heat transfer
- Powder coated finish available as a special order

Includes:

- SS Allen head mounting bolts
- 3/8 inch NPT SS Drain Plug
- 1 inch SS Magnetic sight level/fill plug with Viton O-Ring Seal
- Utilizes high temperature RTV gasket material

Available for:

1986 to current (non dually)

Ford F250/F350

(10.25 inch and 10.5 inch)

Race Weight Drain Plug (128051004) compatible.



Available in 3 finishes:

- Raw (338051000)



- Brushed (338051010)



- Black (338051020)



TRANSMISSION UPGRADES



2001-2003
(124060000)
Orange Clips

2003-2005
(124060300)
Purple Clips



7-5/8" x 14-3/16"
2001-2005 (124060000)

PPE

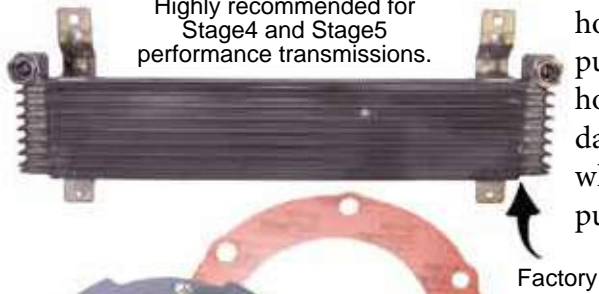


Factory

PPE



5-1/4" x 22-3/4"
2006-2010 (124062000)
Highly recommended for
Stage4 and Stage5
performance transmissions.



Factory



Placement
shown here.

Performance Transmission Cooler - GM

Excess heat is the #1 killer of transmissions. For individuals who tow, race or simply run their diesel hard, know that proper cooling of your transmission fluid is one of the most important things that you can do to increase the life of your transmission. PPE's Performance Transmission Cooler is a bolt-on replacement part that lowers the fluid temperatures up to an additional 20 to 30 degrees over the stock unit. When the mainline pressure is increased with things, such as a high performance transmission kit, you end up with additional heat being generated, so we recommend a Performance Transmission Cooler in such applications.

Features:

- Increased surface area provides 60% more heat rejection
- Installation takes approx. 30 minutes

Available for:

2001-2003, 2003-2005 and 2006-2010
Duramax diesel engines
124060000 2001-2003 Cooler -
connectors with Orange Clips
124060300 2003-2005 Cooler -
connectors with Purple Clips
124062000 2006-2010 Cooler -
connectors same all years

PPE Transfer Case Pump Upgrade - GM (129001000)

Cure the dreaded "Pump Rub" with PPE's Transfer Case Pump Upgrade kit. Pump rub occurs when the 5 positioning tabs holding the pump in place wear over time, thus causing the oil pump to come into contact with the housing itself. The result is a hole in the cover, causing fluid to leak and the possibility of heavily damaging the transfer case. PPE's kit consists of a new pump cover whose main feature is a more secure method of mounting the pump. All the necessary gaskets are included.

Available for:

1998-2007 *Silverado/Sierra 1500, 1500HD, 2500, 2500HD, 3500 NP246, NP261HD, NP263HD, NP261XHD, NP263XHD*
1998-2003 *Blazer/Jimmy NP236*
1998-2007 *Suburban/Yukon 1500, 2500, NP246*
1999-2005 *Astro/Safari NP136*
1999-2007 *Escalade NP246, NP149*
2002-2007 *Avalanche 1500, 2500, NP246, NP261, NP263, NP263HD*

Billet Aluminum Remote Filter - GM (114002000)

Certain Duramax engine installations, such as with marine applications, often require relocating the oil filter simply so it can be accessed for basic maintenance. PPE's Billet Aluminum Remote Filter has been designed to work in conjunction with PPE's Internal Oil Cooler Delete Kit. Made from billet aluminum, this robust remote filter mount has a higher flow-rate than the stock filter assembly and is compatible with a HP6A Racing Filter. It features 3/4 inch NPT oil inlets and outlets for -16/1 inch oil lines and threaded ports for oil pressure/oil temp gauge senders.

Features:

- Higher flow capacity than the OEM filter assembly
- Additional ports for oil PSI and oil temp senders
- 3/4 inch NPT oil inlets and outlets
- Adjustable mounting bracket included



Internal Oil Cooler Delete Kit - GM (114001000)

Designed for high performance Duramax engines and made from billet hard anodized aluminum. This kit will allow you to remove the stock unit and run a much larger and less restrictive external oil cooler. The easy bolt-on adapter uses existing factory oil-cooler mounting bolts and includes an engine water bypass adapter. The PPE Internal Oil Cooler Delete Kit is excellent for marine or high performance hot rod installations where space is limited.

Features:

- 1/8 inch NPT oil temp. sender port (measures oil temp. entering block)
- Billet hard-anodized aluminum
- Compact design adds additional clearance for tight engine frames
- Industry Standard (dash 16) -16/1 inch oil inlet/outlets

Replaces your restrictive stock oil cooler assembly.



Available for: 2001-2010 Duramax engines

COMPETITION / RACE / MARINE



Analog V8 Tachometer Driver - GM (112030000)

We doubt you have had to equip your Duramax with an old dash, but many of you are equipping an old classic truck, 60's era muscle car or even a ski boat, with a Duramax engine. In either case, you have probably discovered that you now need to make your new Duramax electronics package compatible with the wiring of an old school analog tachometer. PPE has solved the problem for you. We spliced the wires and put the whole step into the PPE Analog V8 Tachometer Drive. By simply connecting the Duramax PCM tachometer output lead into the 'black box' and then running the wires from the box to the tach itself, the PPE Analog V8 Tachometer Drive will allow you to use any standard aftermarket V8 automotive coil-trigger style tachometer with the GM's factory Duramax power control module. Now, thanks to PPE, there is one less reason why you should not drop a Duramax engine into that old Chevelle gathering dust in your backyard.

Features:

- Converts signal from digital to analog
- Great for boats, generators, hot rods
- Tough enough for off road race applications

Available for: 2001-2007 GM LB7/LLY/LBZ



J-Bus Engine Monitor Display - GM (112020000)

The world is going digital these days, so why aren't you? You can with the J-Bus Engine Monitor Display. You can see both the basic, as well as advanced engine operational perimeters, which are critical to every diesel engine: turbo boost, engine rpm, coolant temperature, torque, intake and EGT temps, battery voltage, throttle position, etc. See it all in one easy to manipulate monitor. The J-Bus connects to the engine with a simple 4 wire connection, so it is perfect for marine and off road racing applications.

Available for: 2001-2005 GM Duramax LB7/LLY

Stand Alone Wiring Harness Modification &

Hot+2 E. T. Race Xcelerator - GM

These days, 6.6L Duramax diesel engines are being installed into many vehicles besides big pickups. Classic trucks, boats, full tilt off road racing vehicles and more are being fitted with diesels. One of the problems with those install however is the computer/engine electrical aspect, but PPE can help. Send us your uncut, unmodified PCM to Engine harness along with the ECU, TCM, GM factory throttle pedal (required) and pedal harness and we will meticulously modify the harness to function in a stand-alone installation. Tell us what accessories you plan to include in your project: A/C, alternator, aftermarket gauges, and transmission type whether an Allison or even a manual, and we will custom splice it together for you. New harnesses are available at additional cost.

Features:

- OEM weatherproof connectors
- OBD II programming / DATA port
- Engine tachometer output lead
- Weatherproof fuse holders
- Fit to engine sensor locations
- Hot+2 E.T. Race Xcelerator required

Available:

*Mod Har (Engine only) 2001-2010
(112011000)*

*Mod Har (Engine & Trans) 2001-2010
(112010000)*

*Mod Har (Engine only) & Hot+2 E. T. Race
2001-2007 (112011200)*

*Mod Har (Engine & Trans) & Hot+2 E. T. Race
2001-2007 (112010200)*

*Mod Har (Engine only) & Hot+2 E. T. Race
2007.5-2010 (112011300)*

*Mod Har (Engine & Trans) & Hot+2 E. T. Race
2007.5-2010 (112010300)*

NOTE: Legal in California only for racing vehicles which may never be used on the highway.

2001-2010



2007.5-2010



2007.5-2010 DURAMAX HOT+2 E.T.RACE XCELERATOR		
POWER LEVEL	HP INCREASE	TORQUE INCREASE
6	395	580
5	300	480
4	225	335
3	160	240
2	90	160
1	40	97

COMPETITION / RACE / MARINE

Inconel Marine Heat Shield - GM

You know that your turbo gets hot, but did you know that the heat could be channeled through the turbo rather than letting it simply radiate out? It is true, and an Inconel Alloy Turbo Heat Shield with its special heat resistant silicone membrane will do just that. The built-up heat is channeled through the turbo making the air flow move faster, so that the turbo spools up quicker, while actually making your engine provide more power. So equip your Garrett turbo with an Inconel Turbo Heat Shield for maximum performance.



Features:

- Channels the heat through your turbo charger for maximum horsepower
- Quicker turbo spool up
- Form fitting
- Approved for marine applications

Available for: *Garrett GT 4088R and GT 4094R turbochargers*



Marine Engine/Fuel/Water Combo Cooler - GM (418010000)

If your engine is water-cooled, why shouldn't your oil and fuel be? A Marine Engine/Fuel/Water Combo Cooler is the answer to getting the oil and fuel temperatures back down to where they belong. Capable of handling engines that produce 450 to 800 hp, this cooler features seamless 1/4 inch diameter cooling tubes, inside a housing that measures 3 inches thick. This makes the cooler perfect for marine applications where space restrictions are of concern.

Features:

- Handles engines with up to 800 hp
- 3/4 inch NPT oil connections
- 3/8 inch fuel connections
- 1 inch water NPT connections



Marine Billet Flywheel - GM

With a diesel's easy power upgrading and torque based delivery, powering your speedboat with one make perfect sense, and PPE is at the forefront of this trend. To make it easier for you to make the swap we offer this Marine Billet Flywheel. Machined out of solid billet steel and drilled for MerCruiser/IMCO and BAM transmission drive adapters, this flywheel has been fully balanced to OEM specs.

Available for:

2001-2005 Duramax (418020000)

2006-2010 Duramax (418020600)



Transmission Side



Engine Side

Marine Water Cooled Stainless Steel T-4 Turbo Pedestal - GM (416005000)

Turbochargers can help an engine produce Big Power, but with that Big Power you also get a lot of heat. This heat can get very hot especially with high performance tuning mods and it is that heat build-up that is a problem for boaters. Engines that reside under covers or are close to the fiberglass/wood transom can actually cause major structural damage to the vessel. The best way to combat that heat is with a PPE Marine Water Cooled Stainless Steel T-4 Pedestal. It is made to accommodate a 40 series Garrett turbocharger, although a 42 series can be made to fit. As the name implies, this stainless steel pedestal has water passages running through it that carry cooling water throughout the pedestal. There are no modifications necessary as the PPE Marine Water Cooled Stainless Steel T-4 Pedestal bolts to the factory location.

Features:

- 3/8 inch NPT water inlets and outlets
- 1/2 inch Stainless T4 divided turbo flange
- Reduces engine bay temperatures
- Keeps turbo temps down for continuous reliable full throttle runs



Turbo pedestal and Up-pipe assembly.



Duramax LBZ Marine Engine with Turbo pedestal and Up-pipes assembly and heat shields.

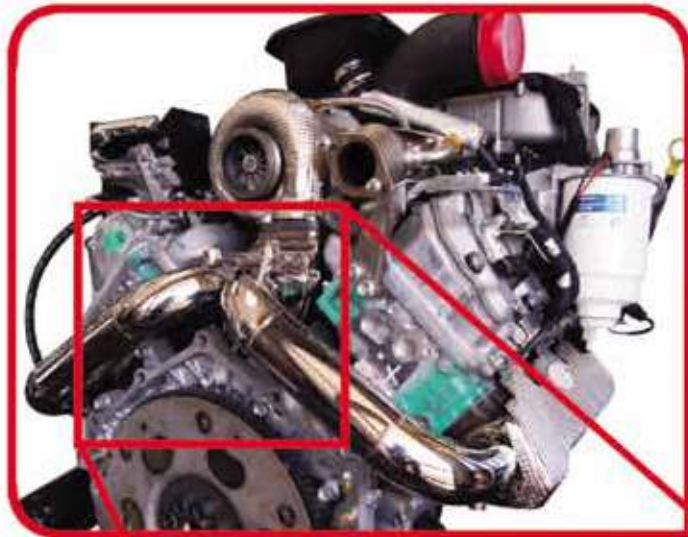


Water Cooled Stainless Turbo Up-pipes - GM (416004000)

Keep excessive engine heat at bay in your boat with these Water Cooled Stainless Turbo Up-Pipes. Perfect for engines equipped with high performance after-market turbochargers and for those whose engines are under a cover. These double walled, water jacketed up-pipes feature corrosion resistant stainless steel tubing that efficiently flows the exhaust within. Continuous water flow reduces heat build up normally created by hot exhaust gas. The result is a reduced engine bay temperature. The Water Cooled Stainless Turbo Up-Pipes are the perfect compliment to PPE's Marine Water Cooled Stainless Steel T-4 Pedestal.

Features:

- 3/8 inch NPT water inlet and outlets
- Uses OEM gaskets
- Reduces engine bay temperatures



Marine/Stationary Engine Mount Kit - GM DURAMAX (418001000)

Deciding to put a Duramax into your boat is an easy decision to make, but actually installing it is another. That is why PPE has designed this Marine/Stationary Engine Mount Kit. We have taken one of the most difficult aspects of a swap, making it easy for you to drop a Duramax into either a boat or other custom install. Featuring a sturdy black powder coated finish and full 2 inch adjustability; these mounts take all the guesswork out of your project. And thanks to its rubber inserts, they also take out your vibration problems as well.

Features:

- 2 inch adjustability for engine height
- Rubber vibration isolation design
- Engine mount with a black powder coat finish

Available for: 2001-2010 Duramax



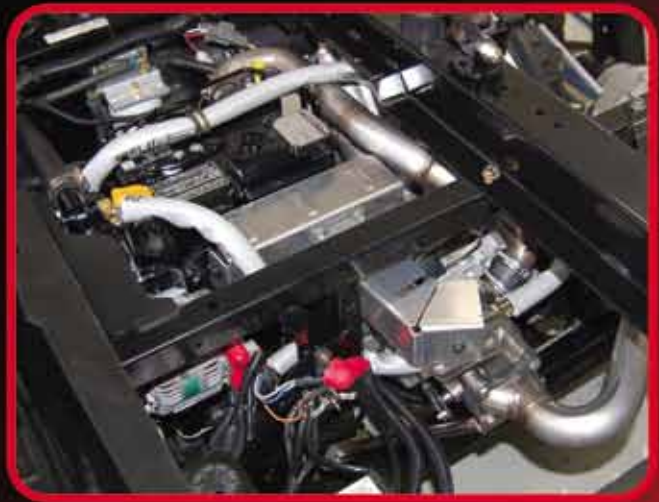
Polaris Turbo Kit (616010000)

Polaris was inspired when they added a diesel powered model to their line of Ranger UTV's. PPE was no less inspired when they engineered a complete turbocharger system for it. That is right, for those Ranger owners (including the U.S. military), who want the benefits of a diesel engine but want and need more power, PPE now offers you their Polaris Diesel Turbo Kit. Adding the PPE Polaris Ranger Turbo Kit to the stock Ranger's 904cc 3-cylinder diesel engine will raise the horsepower rating by up to 9 hp. That is a 30+% increase over the stock Ranger's 24 hp output! At the heart of the PPE kit, is a high quality water and oil-cooled Garrett GT1241 turbo that produces 8 to 10 psi of power giving pressure. The PPE Polaris Ranger Turbo Kit features precision TIG welded 304 Stainless Steel intake and exhaust tubes, and of the all parts/instructions necessary for an easy install. The innovative PPE design retains the factory air box and muffler. It has been fully dyno tested for optimum reliability. As with all PPE products, you can depend on their high quality design and construction to get you to the fun and back again.

Available for:

2011 Polaris Ranger Diesels

Note: Legal in California only for racing vehicles.



TURBO

TRUCK ACCESSORIES



CONSOLEBUNKER™ Pat. Pending

(148051500)

The ConsoleBunker By Heracles Research is an all aluminum center console for firearm storage. The ConsoleBunker is tied into your factory door locks and has a timing mechanism that prevents unauthorized access. The system holds a M-4, Shotgun and hand gun securely. The forward portion has ample storage for a large first aid kit and a fire extinguisher. The lid has a non-slip surface, and acts as a arm rest for the front passenger and driver. Models are available to hold radios. The ConsoleBunker can be accessed on the fly and there is no loss in foot room for the rear passengers.

The Console Bunker was constructed from aluminum to save weight. It weighs less than 50 pounds empty. The Console Bunker mount utilizes your factory seat bolts with no drilling. The mount design is the industry standard in law enforcement. We are currently building the Console Bunker for all law enforcement vehicles. Wiring is very simple and can be performed by any competent car audio installer.

Dimensions: 43" long x 14" wide x 13" tall

Features:

- 2 inch adjustability for engine height
- Rubber vibration isolation design
- Engine mount with a black powder coat finish

Available for: 2001-2010 Duramax

TruckBUNKER™ Pat. Pending

(14805-000)

TruckBunker secures your valuables inside the cab of your truck. The TruckBunker is long enough to accommodate rifles. The TruckBunker is constructed from aluminum (or steel) with stainless hardware and fastens to your existing seat belt tie downs. There are no holes to drill and installs in less than 10 minutes.

Features:

- 2 inch adjustability for engine height
- Rubber vibration isolation design
- Engine mount with a black powder coat finish

Available for:

*2007-2014 GMC/Chevrolet Full Size
Extended Cabs and Crew Cabs*

Available materials:

Aluminum (148050000)

Steel (148051000)

Special Note:
Men's T-Shirts are available in
two colors, white (588---100)
and black (588---000).



Shop (58801--00)
Small-5XL



Twin Turbo (58804--00)
Small-5XL



Men's Camo(58818--00)
Small-3XL



Work Shirt - B (58811-000)
Medium-2XL



Work Shirt - R/B (58812-000)
Medium-2XL



Dual Fueler (58810--00)
Small-5XL



Men's Team Jacket (58901-000) Small-2XL



Sunglasses (589200300)



Work Shirt - G/B (58813-000)
Medium-2XL

MEN'S AND WOMEN'S APPAREL



Men's Pullover Hoodie (58902-000)
Small-2XL



Men's Crew (58903-000)
Small-2XL



Men's Zipper Hoodie (58904-000)
Small-3XL



Super P (58807-100)
Small-2XL



Hands Off (58809-100)
Small-2XL



Silver Twin Turbo (58814-000)
Small-2XL



Red PPE (58815-000)
Small-2XL



Women's Zipper Hoodie (58816-00)
Small-2XL



Camo (58817-400)
Small-2XL



Betty (58808-300)
Small-2XL



Race Truck Vinyl Decals

- 20" x 6" black (588001700)
- 20" x 6" silver (588001702)
- 20" x 6" red (588001703)
- 20" x 6" white (588001701)
- 20" x 6" chrome (588001704)

Small Vinyl Decals

- 9" x 3" black (588001200)
- 9" x 3" silver (588001202)
- 9" x 3" red (588001203)
- 9" x 3" white (588001201)
- 9" x 3" chrome (588001204)



Medium & Large Decals

- 17" x 5" white (588001301)
- 45" x 13" white (588001401)



PPE Power Decal - New

- 13" x 1.3" white (588001501)
- 20" x 2" white (588001502)
- 30" x 3" white (588001503)



PPE Power Decal - Original

- 13" x 2.6" red/blk (588001601)
- 20" x 4" red/blk (588001602)
- 30" x 6.1" red/blk (588001603)



Power Badge

- 5" x 4.5" (588001000)



10" Wall Clock
(588985400)



Trailer Hitch Cover
(588000300)



Beach Towel
approx 30" x 60" red (588985600)



License Plate Frame
(588984900)



Keychain
Large 3" x 1.2" (588982700)
Small 1.5" x .6" (588982600)



RE (589300700)

A close-up photograph of a dark, textured metal casting. The casting has a complex shape with a central opening. The words "MADE IN USA" are stamped in a bold, sans-serif font across the middle of the casting. The background is a light, textured surface, possibly paper or fabric, which is slightly out of focus. The lighting is dramatic, highlighting the texture of the metal and the embossed text.

MADE IN USA