



Innovations in diesel performance

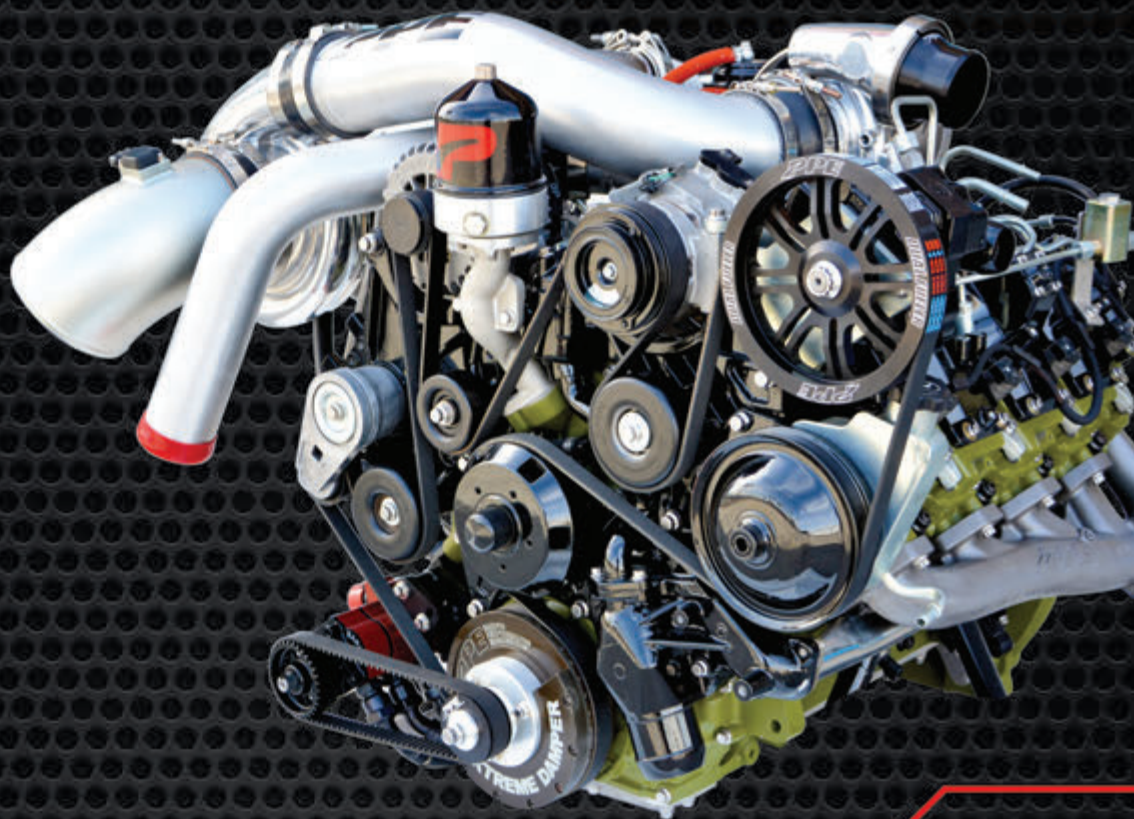
GM DURAMAX

DODGE/RAM CUMMINS

FORD POWER STROKE

PPE

PACIFIC PERFORMANCE ENGINEERING



PRODUCT CATALOG



Innovations in diesel performance

Official CP3 of the



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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.

All products in this catalog are subject to change without prior notice. Due to production schedules, not all items are available at all times.

GM DURAMAX

DODGE/RAM CUMMINS

FORD POWER STROKE

PPE continues to lead the way with 50 States legal, environmentally friendly, fuel-efficient, performance diesel products.

Look for this symbol that indicates 50 State Emissions Legal products.



CONTENTS:

Xcelerator Tuners	1 - 4
Fuel Systems	5 - 12
Manifolds and Up-Pipes	13 - 16
Turbo	17 - 20
Intake / Turbo / Exhaust Accessories	21 - 28
Silicone	29 - 32
Aluminum and 304 Stainless Steel Tubing	33 - 34
Transmission Upgrades	35 - 48
Intercooler	49
Coolant System	50 - 51
Oil System Upgrades	52 - 56
Suspension and Steering	57 - 60
Differential Covers	61 - 64
Competition Blocks	65 - 66
Competition / Race / Marine Performance	67 - 76
Apparel	77 - 82
Accessories	83 - 84

Continuous research and development makes PPE the preferred choice for 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.

NEW

Billet Aluminum Pulley Wheel	5, 69
Race Fuel Valve - GM (LB7) 6.6L and Dodge 5.9L	10
LMM Modified Coolant Tube - GM 6.6L Duramax	14
Down-Pipe Support Bracket - GM 6.6L Duramax	22
Quick Release 304 Stainless Steel V-Band Clamp Kits	27
QR 304 SS Clamps/Aluminum Flanges	28
'06 to '10 LBZ/LMM Silicone Hose Kit	31
45, 90 and 180 Degree Aluminum Tubing	33
Billet Aluminum Couplers with 1/8" NPT Bung	33
45, 90 and 180 Degree, 304 Stainless Steel Tubing	34
DEEP Aluminum Transmission Pan - Ford 5R110	43
Heavy-Duty Aluminum Transmission Pan - Ram 1500 (ZF 8HP70)	45
Performance Water-To-Air Intercooler	49
Performance Silicone Upper and Lower Coolant Hose Kits	50
Performance Silicone EGR Coolant Hoses - GM	51
PPE High Capacity, Cast Aluminum Oil Pan - GM	52
PPE Heavy-duty Replacement Oil Cooler - FORD 6.0L	53
Coolant Tube for Delete Kit - GM	54
PPE Billet Aluminum Engine Oil Filler Cap	55
Extreme-Duty Forged Pitman Arm - GM	57
Extreme-Duty Forged Idler Arm - GM	57
7/8 Inch Drilled Stock Center Link	58
7/8 Inch Drilled Center Link With Bushing	58
7/8 Inch Drilled Center Link Without Bushing	58
Stage3 Tie Rod Assemblies for LML - GM 2011 +	53
Inner and Outer Boot Replacement Kit for PPE Stage3 Tie Rods	53
Heavy-Duty Aluminum Rear Differential Cover Dodge/Ram 9.25" 12-Bolt	62
VATS (Vehicle Anti-Theft System) Delete Module	64

Xcelerator

HOT+2 E.T. RACE



Duramax Hot+2 E.T. Race Xcelerator - GM 6.6L Duramax Diesel

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. Designed to be used with PPE's (or any) stand-alone harness.

The Hot+2 E.T. Race Xcelerator provides six power levels of additional horsepower and torque for the ability to tune for any scenario. That means an unreal 425 hp and 620 lb. ft. of torque increase. 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 de-fueling for full power and aggressive up shifts. All of which drastically improves elapsed track 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 PPE Dual Fueler, Manifolds and Up-Pipes, racing cam, ported heads and a turbo upgrade are highly recommended.



Duramax 6.6L Nordic diesel boat was fitted with a 5 speed Allison transmission and tuned with the Hot+2 E.T. Race Xcelerator.

Features:

- Eliminates the need for a Body Control Module
- Disables ignition key security (engine will start and run in any application)
- Compatible with any hot rod/race or marine configuration with or without a transmission
- Transmission reset and quick learn feature for faster transmission relearn
- 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 de-fueling for full-power aggressive racing up shifts which improves drag strip elapsed times

Applications *:

2001-2007 6.6L GM Duramax Diesel (111040000)
 2007.5-2010 6.6L GM Duramax Diesel (111050000)
 is only sold with stand-alone wiring harness, featured on page 70.

CAUTION: This race tuner will reprogram the 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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**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

**2007.5-2010 DURAMAX
HOT+2 E.T. RACE XCELERATOR**

POWER LEVEL	HP INCREASE	TORQUE INCREASE
6	425	620
5	300	460
4	225	335
3	160	240
2	90	160
1	40	97

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Xcelerator

By simply plugging in a PPE Xcelerator handheld programmer and following the menu prompts you can add huge horsepower and torque gains to your truck!

The Xcelerator can adjust the speedometer to account for larger wheel/tire combinations and/or gear ratio changes (excluding Kodiak and Topkick models. Call for details).

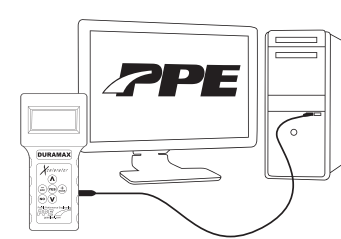
For racers who need the speed limiter raised, it's simple with the PPE Xcelerator: it can be set all the way up to 200 mph! It also scans for all comprehensive engine diagnostics in real-time, even read and clear Diagnostic Trouble Codes (DTCs).

Periodic software updates are free and available online and can be loaded right from your PC computer on to the PPE Xcelerator through the Universal Serial Bus (USB) side plug.



Universal to all PPE Duramax tuners:

- Additional horsepower
- Additional torque
- Real-time data scanning of engine data to help with engine diagnostics
- Tire size adjustment:
2002 - 2007 25 in. - 44.75 in.
2007.5 - 2010 25 in. - 34.5 in.
Adjustment not available on 2001 or Kodiak/Topkick models
- 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 (DTCs) through the vehicle's On-Board Diagnostic System (OBD-II)
- Real-time data scanning for comprehensive engine diagnostics
- Quick learn feature for faster transmission re-learn



Download software and install updates through USB side plug.

USB-A to USB-B cable required for updates and is not included.



All Xcelerators include an owner's manual, OBD-II cable, two PPE badges and a foam-padded carrying case.



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

Economy Xcelerator - GM 6.6L Duramax LB7/LLY/LBZ/LMM

Get the most out of your diesel with the PPE Economy Xcelerator Tuner. 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 reset and quick learn function, DTC code clearing, and online software updates. 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 and torque
- 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
- USB side-plug for available updates
- Manual DPF regeneration (LMM)

Applications *: 6.6L GM Duramax Diesel
2001-2010 LB7/LLY/LBZ/LMM (111010000)

Duramax Economy Xcelerator

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

Standard Xcelerator - GM 6.6L Duramax LB7/LLY/LBZ/LMM

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 up to five power tuning levels of additional horsepower and torque (40 to 225 hp).

The best part about the PPE Standard Xcelerator is that it will optimize a stock engine's performance; and works especially well for those which have added items such as PPE's Manifolds and Up-Pipes, a PPE Down Pipe, OEM Up-Pipes, a free-flowing exhaust and/or 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, it is possible to simply upgrade the software.

Features:

- Up to five power levels of additional horsepower and torque (depending on vehicle year)
- 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
- USB side-plug for available updates
- Manual DPF regeneration (LMM)

Applications *: 6.6L GM Duramax Diesel
2001-2010 LB7/LLY/LBZ/LMM (111020000)

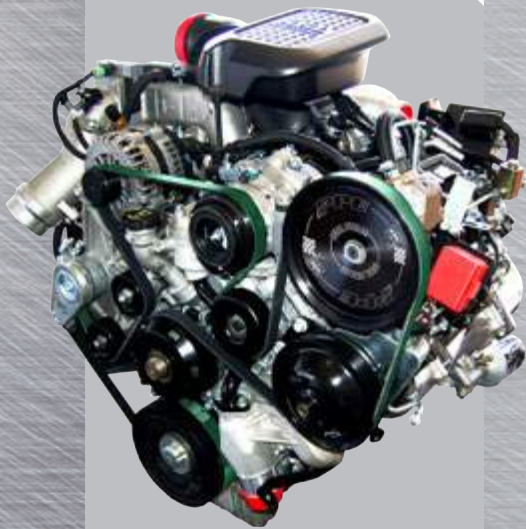
2001-2005 Duramax Standard Xcelerator

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	240
2	90	160
1	40	97

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Dual Fueler CP3 Pump Kit - GM 6.6L Duramax California Air Resources Board Executive Order No. D-701-11

Bolt this kit on and your engine computer will automatically recognize both pumps and continue to deliver the precise amount of fuel your engine computer is requesting. Our PPE belt-driven Bosch CP3 fuel pump kit 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 switch 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 high horsepower.

Features:

- Dual Fueler kit includes all necessary parts for bolt-on installation
- New BOSCH Duramax LBZ/LMM CP3 pump assembly with heavy-duty mounting hardware
- Billet aluminum drive pulley with 6 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

Applications: (installation kit with pump):

2001	LB7	(113061100)
2002-2004	LB7	(113061000)
2004.5-2005	LLY	(113062000)
2006-2007	LLY/LBZ	(113063000)
2007.5-2010	LMM	(113063500)
2011-2016	LML	(113063600)

Applications: (installation kit without pump):

2001	LB7	(113064100)
2002-2004	LB7	(113064000)
2004.5-2005	LLY	(113065000)
2006-2007	LLY/LBZ	(113066000)
2007.5-2010	LMM	(113067000)
2011-2016	LML	(113067200)

NEW

Billet Aluminum Pulley Wheel

PPE introduces a new design makeover for our Dual Fueler Kits. Now available as a bold and stylish upgrade to your PPE Dual Fueler Kit already installed on your rig, or included as standard equipment in all PPE Dual Fueler Kits.

Made from machined billet aluminum and then anodized for strength and style. The new PPE Dual Fueler Pulley Wheel features a more robust design with machined spokes to dress up your engine bay.



**Dual Fueler CP3 Pump Kit - Dodge 5.9L Cummins
California Air Resources Board Executive Order No. D-701-2**



By simply bolting this kit on, your engine computer will automatically recognize both pumps and continue to deliver the precise amount of fuel your engine computer is requesting. 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 switch 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 high horsepower.

Features:

- Dual Fueler kit includes all necessary parts for 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)

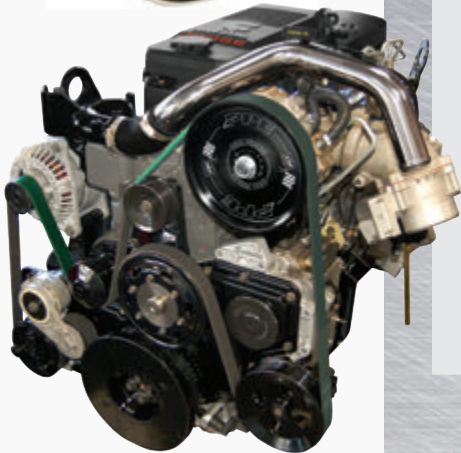
Applications:

(installation kit with pump):
2003-2004 5.9L (213001100) With Kick Down
2004.5-2007 5.9L (213002100)

Applications:

(installation kit without pump):
2003-2004 5.9L (213001000) With Kick Down
2004.5-2007 5.9L (213002000)





Dual Fueller CP3 Pump Kit - Dodge 6.7L Cummins California Air Resources Board Executive Order No. D-701-5

By simply bolting this kit on, your engine computer will automatically recognize both pumps and continue to deliver the precise amount of fuel your engine computer is requesting. Our PPE belt-driven Bosch CP3 fuel pump kit 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 switch 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 high horsepower.

Features:

- Dual Fueller kit includes all necessary parts for 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

Applications: (installation kit with pump):
2007.5-2012 6.7L (213003100)

Applications: (installation kit without pump):
2007.5-2012 6.7L (213003000)

Replacement Dual Fueller HD Serpentine Belt - GM, Dodge/Ram

PPE's replacement Dual Fueller Heavy Duty Serpentine Belt handles big horsepower and torque numbers and still lasts up to 3x longer than a comparable stock unit.

Applications: 2001 (113061087), 2002-2010 (113061088)
2002-2010 Duramax with PPE Oil Centrifuge Filtration Kit (113061089)
2003-2012 Dodge/Ram 5.9L/6.7L (213001080)

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 pickup can provide without restriction. Easy installation on 2001-2005 models means only a single hole needs to be drilled. Later applications require no modification.

Features:

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

Applications *: 2001-2010 Duramax (LB7/LLY/LBZ/LMM)



2001-2005 LB7/LLY
(113051000)



2006-2008 LBZ/LMM
(113052000)



2009-2010 LMM
(113054000)



2001-2005 LB7/LLY with/Lift
Pump (113053000)



Stock sending
unit modified
with PPE's
Billet Aluminum
Pickup Kit

Lift Pump Fuel Line Install Kit - GM

1/2" (113058000), 5/8" (113058100)

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 Lift Pump.

Includes:

- 1/2 inch or 5/8 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

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

(113058000) Use with
Stock Fuel Pick Up



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

PPE 5/8-Inch 30R10 Fuel Hose

PPE's big 5/8 inch 30R10 Fuel Hose ensures that your engine will get all the power-providing fuel that it needs. This two-layer "Immersion Rated" fuel hose does NOT have the same problem that most hoses have: a disintegrating exterior from constant exposure to corrosive fuel. This fuel hose features 30R10 rated material throughout its construction, not just the inside. 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.

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



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FUEL SYSTEMS



Dual 12V fuel pump relay system

Diesel Fuel Lift Pump - GM and Dodge (113050000) 50 States Emissions Legal (E.O. D-701-10)

The PPE Diesel Fuel Lift Pump is a key component in 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, collapsed hoses and fuel restrictions from occurring. Kit includes pump, mounting bracket, 90 degree fittings, dual 12V fuel pump relays and 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
- Reusable internal fuel strainer
- 1 year warranty

Applications: 2001-2016 GM Duramax 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.



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

People know that billet aluminum is a lot tougher than plastic. That toughness means fewer problems over time. So replace your fragile plastic, factory air bleeder screw with the longer-lasting billet aluminum PPE Air Bleeder Screw.

The damage and distortion happens naturally with a plastic screw from routine servicing will no longer be a problem because PPE's Air Bleeder Screw features billet aluminum construction and a Nitrile O-ring seal.

Features:

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

Applications: 2001-2016 6.6L GM Duramax Diesel



Duramax Water Level Sensor Wrench - GM 6.6L Duramax

PPE's Water Level Sensor Wrench does two important jobs and is the perfect fit for both! The wrench is used to remove the Water In Fuel (WIF) filter sensor, while the small end of the wrench was made to fit the billet PPE Air Bleeder Screw.

With time and exposure, stock plastic WIF sensors become brittle. Although it is hard to see, they have a slight 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 a two in one tool, and since it is cut from stainless steel with a polished finish, it will look great in your tool box too!

Applications: 2001-2011 6.6L GM Duramax Diesel (513080000)
2012-2016 6.6L GM Duramax Diesel (513080012)
7.8L Duramax (513080100)

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CP3 Pump Fuel Feed Line Kit - GM

Any restriction in the fuel flow costs you 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
- Increased horsepower

Available for* : 2001-2010 GM 6.6L Duramax

Available sizes: 3/8" - with (113060900) or without fitting (113060800)
1/2" - with (113060902) or without fitting (113060802)



CP3 Pump Inlet Fitting* - (3/8" and 1/2") - 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 1/4 inch inlet fitting. 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

Applications: 6.6L GM Duramax Diesel, Dodge 6.7L

Note: 3/8" version is the maximum fuel pump inlet size.
1/2" fitting allows for 1/2" hose reduced to 3/8" fuel pump inlet.
3/8" (113060501), 1/2" (113060601)

PPE
1/2 in.



PPE
3/8 in.



NEW

Race Fuel Valve - GM (LB7) 6.6L and Dodge 5.9L

The PPE Race Fuel Valve, made from stainless steel, replaces stock or a shimmed pressure relief valve.

This valve helps maintain fuel rail pressure during high 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 pressure relief valve (PRV) spring pressure. This leads to the valve opening too early which causes excessive amounts of fuel to be returned to the tank.

Available for* :

(Pictured) 2001 - 2004 Chevy GMC 6.6L Duramax LB7 (113072800)
(Pictured) 2003 - 2007 Dodge 5.9L Cummins (213072800)
(See page 12) 2004.5-2010 GM 6.6L Duramax LLY/LBZ/LMM (113073000)
(See page 12) 2007.5-2010 Dodge Cummins 6.7 (113073000)



'01-'04 GM (LB7) 6.6L



'03-'07 Dodge 5.9L

* Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.

FUEL SYSTEMS

Race Fuel Valve (or Release Valve Shim Kit style available by request)

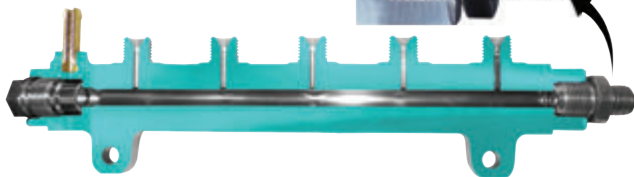
Ported Fuel Rail Fitting



Take full advantage of the High Performance Fuel Rail by including a Ported Fuel Rail Fitting.



Shown here is the restrictive stock fitting compared to the higher flowing PPE Ported Fuel Rail Fitting.



High Performance Fuel Rail - GM '04.5-'05 (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 get a PPE High Performance Fuel Rail and all the benefits of a fully modified part.

Equipped with both the PPE Race Fuel Valve (or Release Valve Shim Kit style available by request) and Ported Fuel Rail Fitting, this PPE unit is ready to bolt-on and run. This 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
- Maintains fuel rail pressure during full-throttle

Applications *: 2004.5-2005 Duramax

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

High Performance Fuel Rail - '06-'10 GM 6.6L Duramax (113076200)

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 get a PPE High Performance Fuel Rail and all the benefits of a fully modified part.

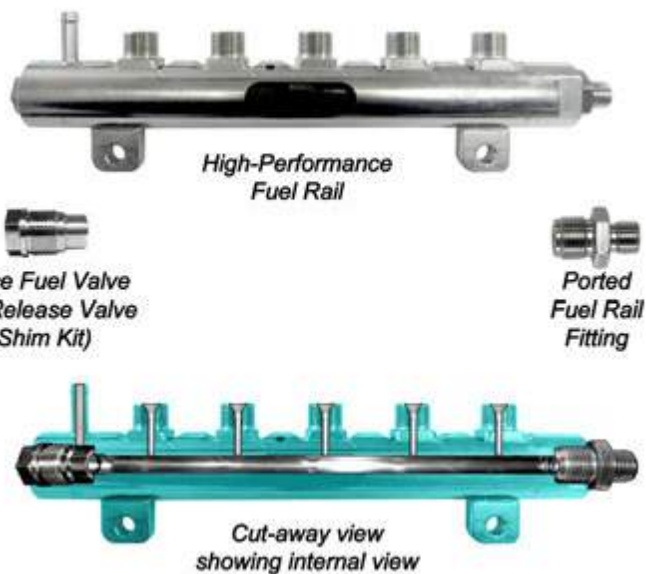
Equipped with both the PPE Race Fuel Valve (or Release Valve Shim Kit style available by request) and Ported Fuel Rail Fitting, this PPE unit is ready to bolt-on and run. This modification helps to maintain fuel rail pressure during full-throttle driving and eliminates low fuel rail pressure DTC codes P1093 or P0087 (low fuel rail pressure during power enrichment) that are caused by insufficient PRV spring pressure.

Features:

- Easy bolt-on performance
- Maintains fuel rail pressure during full-throttle

Applications *: 2006-2010 Duramax

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



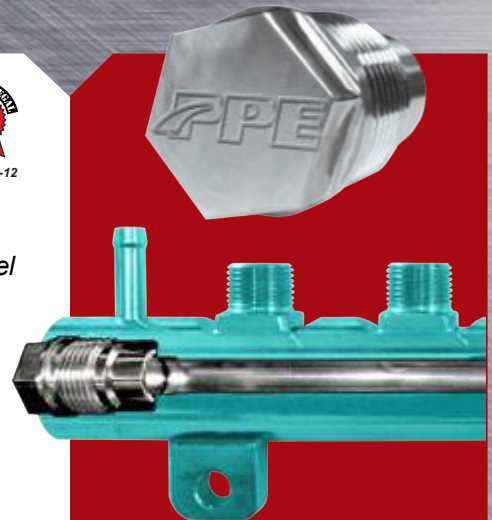
* Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.

Race Fuel Valve - GM and Dodge (113073000)
California Air Resources Board Executive Order No. D-701-12
 The PPE Race Fuel Valve (heat treated stainless steel) replaces stock or a shimmed pressure relief valve.



This valve helps maintain fuel rail pressure during high 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 pressure relief valve spring pressure opening, returning fuel to the fuel tank. Requires the use of a Viton O-Ring sold separately. **(113073001)**

Applications: (Pictured) 2004.5-2010 GM 6.6L Duramax LLY/LBZ/LMM
(Pictured) 2007.5-2010 Dodge Cummins 6.7
(See page 10) 2001 - 2004 Chevy GMC 6.6L Duramax LB7 (113072800)
(See page 10) 2003 - 2007 Dodge 5.9L Cummins (213072800)



Viton 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 O-ring is better than the stock unit and will last longer, too!

Applications: 2004.5-2010 GM 6.6L Duramax LLY/LBZ/LMM



Ported Fuel Rail Fitting - GM 6.6L Duramax (113071000)
 PPE's Ported Fuel Rail Fitting replaces the restrictive stock fitting and helps maintain fuel rail pressure during heavy engine load situations.

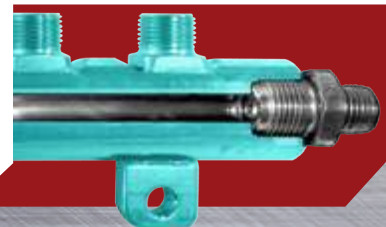
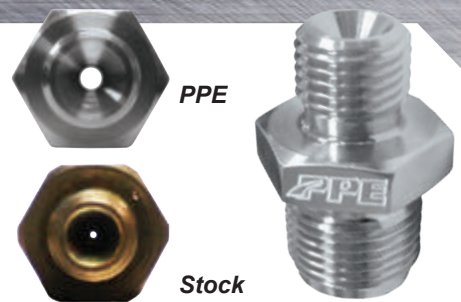
This high quality stainless steel fitting increases available fuel flow volume from the CP3 pump to the fuel rail. Adequate fuel flow is vital to producing maximum efficient/clean horsepower.

These fittings benefit both fuel rails, since the driver side fuel rail feeds the passenger side.

Features:

- Reduces fuel pressure drops caused by restricted stock fuel rail fitting
- One or two fittings can be used simultaneously in left and right fuel rail

Applications *: 2004.5-2010 Duramax LLY/LBZ/LMM



Release Valve Shim Kit - GM and Dodge (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, as requested by the engine computer during full-throttle driving. Reduces the fuel flow through the fuel return system due to an age-weakened spring.

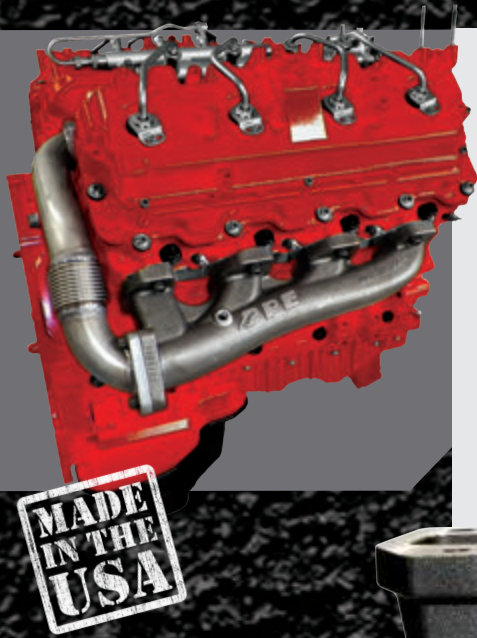
It eliminates potential low fuel rail pressure DTC codes P1093 or P0087 (low fuel rail pressure during power enrichment) that are caused by insufficient pressure relief valve spring pressure opening, returning fuel to the fuel tank.

Applications *: 2004.5-2010 GM 6.6L Duramax LLY/LBZ/LMM
 2007.5-2010 Cummins 6.7L



*** Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.**

MANIFOLDS and UP-PIPES



High Flow Exhaust Manifolds and Up-Pipes - GM 6.6L Duramax 50 States Emissions Legal (E.O. D-701-14)

PPE's Manifolds and Up-Pipes are designed to maximize power and flow characteristics.

The Up-Pipe bellows are internally-sleeved, made from aircraft-grade 304 stainless steel and designed with an increased inner diameter for higher flow.

The entire Manifold and Up-Pipe exhaust system is designed to lower exhaust gas temperatures (EGTs) and accelerate turbo spool-up while increasing power, fuel economy and maintaining reliability.



See the big difference between factory manifolds and PPE Manifolds which are designed to maximize power and flow

Built in 1/8" NPT bosses

50 States Emissions Legal

Cast hi-sil moly iron



GM



PPE



Features:

- Significant reduction in exhaust back-pressure
- Cast hi-sil moly iron high-flow manifold construction
- Up-Pipes have free-flowing stainless steel inner liner bellows
- Up-Pipes made from stainless steel 11-gauge .120-inch wall, with a 2-inch outside diameter
- Built in bosses, pre-drilled and tapped 1/8" NPT for EGT gauge sensor
- Kit includes driver and passenger Manifolds, Manifold bolts and Up-Pipes

Applications: 2001-2016 6.6L GM Duramax

Some model years require slight modification.

Up-Pipe configuration may vary depending on your model.

Make the most of your build



PPE Up-Pipe Gaskets (118062030)

Fits the PPE Up-Pipes and creates a tight seal at the manifold and turbo inlet. This 4-piece kit is constructed of multi-layered stainless steel. PPE Up-Pipe Gaskets allow for dramatic changes in temperature ensuring a leak-free seal.

Applications: 6.6L GM Duramax



PPE High-Performance Manifold Gaskets

Creates a tight seal between the PPE Exhaust Manifolds and 6.6L GM Duramax engine. Two piece kit features multi-layered stainless steel, PPE Manifold Gaskets are designed to fit both PPE High-Flow Exhaust Manifolds and OEM manifolds.

Applications: 6.6L GM Duramax

Standard Port: (118062018)

Oversize Port: (118062020)

53% greater flow than **GM**



2001 CA and
2001-2004 FED
(116111000)



2002-2004
CA LB7
(116111200)



2004.5-2005
LLY
(116111400)



2006-2007
LLY/LBZ
(116111600)



2007.5-2010
LMM
(116111800)



2011-2016
LML
(116112000)

PPE's bellows are larger in diameter and provide 53% greater flow than stock bellows.

Factory manufacturing process leaves the Up-Pipe bellows' inside liner significantly undersized and deformed causing excessive restriction.



NEW

LMM Modified Coolant Tube - GM 6.6L Duramax (116111810)

PPE's modified coolant tube for LMM Duramax 6.6L is designed for use with PPE Up-pipes and Manifolds. Our experts cut, reposition and weld the coolant tube for proper clearance. The coolant that flows through the tube provides heat to the heater core for the in-cab AC/Heat system.

Available as an exchange for your used OEM coolant tube. OEM coolant tube Core must be returned to PPE to receive core credit. Core charge: (116111815)





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

PPE's Manifold and Up-Pipes are designed to maximize power and flow characteristics. The Up-Pipe bellows are high-flow, internally sleeved and aircraft grade 304 stainless steel with an increased inner diameter.

The entire Manifold and Up-Pipe exhaust system is designed to lower exhaust gas temperatures, reduce turbo drive pressure, and accelerate turbo spool-up while increasing power, fuel economy and maintaining reliability.

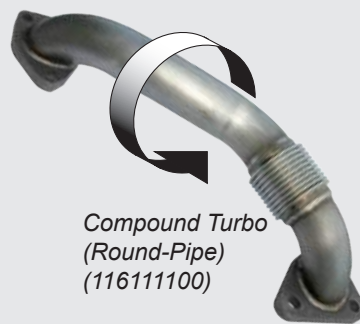
Features:

- Significant reduction in exhaust back-pressure
- Cast hi-sil moly iron high-flow manifold construction
- Up-Pipes have free-flowing stainless steel inner liner bellows
- Up-Pipes made from Stainless steel 11-gauge .120-inch wall, with a 2-inch outside diameter
- Built in bosses, pre-drilled and tapped 1/8" NPT for EGT gauge sensor
- Kit includes driver and passenger Manifolds and Up-Pipes

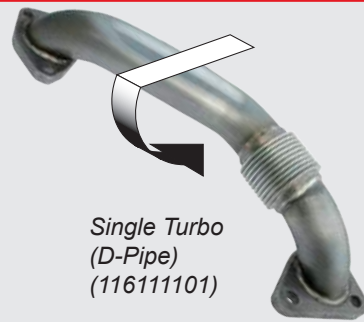
Applications *: 2001-2016 GM 6.6L Duramax

Kodiak requires small frame modification for clearance.
LMM/LML requires heater hose modification.

53% greater flow than GM



Compound Turbo
(Round-Pipe)
(116111100)



Single Turbo
(D-Pipe)
(116111101)



*** Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.**

NEW

OEM Length Replacement High Flow Up-Pipes - GM 6.6L Duramax 50 States Emissions Legal (E.O. D-701-16)

Diesel engines (even stock) produce high temperatures and pressures. OEM up-pipes eventually fail from constant temperature and pressure fluctuation.



OEM LENGTH

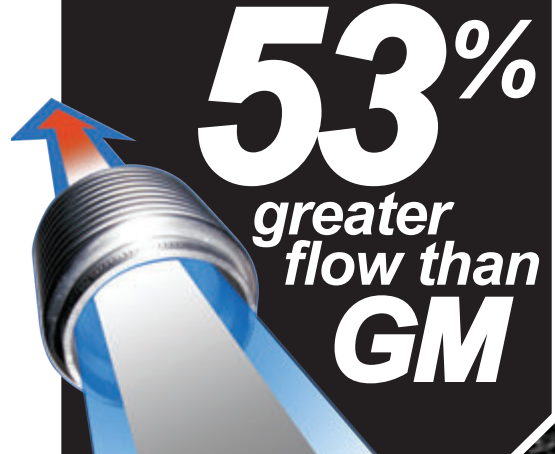


PPE has taken OEM replacement to a new level. PPE OEM Up-Pipes allow 53% greater flow than stock. PPE OEM Up-Pipes are a direct bolt-on to your factory manifolds. But unlike factory parts, PPE OEM Up-Pipes are manufactured from 11 gauge 304 stainless steel and include our superior PPE 304 stainless steel, internally-sleeved bellows that can take the abuse of high temperature and high pressure.

Features:

- Direct bolt-on replacement to factory exhaust manifolds
- Significant reduction in exhaust back-pressure
- Free-flowing stainless steel inner liner bellows
- Stainless steel 11-gauge .120-inch wall, 2-inch OD Up-Pipes
- Faster turbo response
- Lower exhaust temperatures
- Kit includes driver and passenger Up-Pipes

Applications *: 2001-2016 GM 6.6L Duramax 2500/3500 HD



Direct bolt-on replacement to factory manifolds

Faster turbo response

Lower EGTs

Stainless steel inner liner bellows



2001 CA and
2001-2004 FED
(116120000)



2002-2004
CA LB7
(116120204)



2004.5-2005
LLY
(116120405)



2006-2007
LLY/LBZ
(116120607)



2007.5-2010
LMM
(116120710)



2011-2016
LML
(116121115)

TURBO



LB7/LLY Compound Turbo



2006 LBZ



2009 LMM



LB7 Big Race Kit

45/40 Compound Turbo Kit - GM 6.6L Duramax (116454000)

PPE has designed the most comprehensive Compound Turbo Package on the market! We supply you with everything you need.

By designing the turbos to compliment each other we can deliver power throughout the entire power band. The PPE 45/40 Compound Turbo Package is just the thing for customers who are serious about adding massive torque and horsepower 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, then look no further. The key is how the strengths of the Garrett GTX4508R and GT4094R (or optional GTX4088R) are linked and 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/GTX4088R spools-up quicker resulting in excellent low to midrange power. 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 puts 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 A/C and heater functionality. This way, you can even be comfortable while smoking the competition!

Features:

- Garrett GTX4508R and GT4094R/GTX4088R ball bearing-equipped, water, and oil-cooled turbo
- Race High Flow Exhaust Manifolds with Up-Pipes
- TiAL Wastegate
- Custom 3 inch intake bridge/4 inch cold tube
- PPE's reinforced, 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

Applications *: 2001-2007 LB7 GM 6.6L Duramax
2004.5-2005 LLY GM 6.6L Duramax
2006-2010 LBZ/LMM GM 6.6L Duramax

Note: For earlier trucks please call.
Kit described here with optional GTX series turbos.

* **Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.**

TURBO

DOMINATE WITH OUR COMPOUND TURBOS

SPECIAL PARTS NOTICE:

This part has been specifically designed for race 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.



1,000+ HP

With Compound Package

55/42 BIG Race Turbo Kit - GM 6.6L Duramax (116554200)

55/45 BIG Race Turbo Kit - GM 6.6L Duramax (116554500)

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 reinforced 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.



1,700+ HP

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GT40R Series Turbo Installation Kit - GM

The factory turbocharger is pretty good for stock or lightly modified vehicles, but it has limitations that may be restrictive to other modifications done to an engine. However, for those customers who live and breathe diesel power, or plan to upgrade their electronics, fuel delivery, and exhaust systems in a quest for stump-pulling muscle, the next logical step is to add more boost/efficiency. 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. Because of this successful partnership we use Garrett turbochargers as the first choice in our GT40R Series Turbo Kit.

Features:

- Turbo Pedestal for use with aftermarket 40 series turbos
- Turbo weight supported by pedestal framework, not by tubing
- High-velocity tubular design
- Low heat-loss 304 stainless construction
- V-Band clamps Included

Applications *:

- 2001-2004 LB7 Kit (116005000)
- 2004.5-2005 LLY Kit (116005500)
- 2006-2010 LBZ/LMM Kit (116005600)
- Kit plus Turbo (4088R) (116006500)
- Kit plus Turbo (4094R) (116007000)

Replacement gaskets are available separately if needed.



T4 Turbo Pedestal - GM 6.6L Duramax (116005059)

Cast from the same hi-sil moly as PPE's High Flow Race Exhaust Manifolds, these 3.94 inch tall (100mm) pedestals are the latest generation in design from the PPE engineers. These units securely mount any T4 based turbocharger.

Applications *: 2001-2010 Duramax LB7/LLY/LBZ/LMM (116005059)

Note: 2001-2004 LB7 applications will need pedestal and turbo flange modification for clearance of intake runner.

* Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.

GT42 or 45R Series Large Frame Turbo Installation Kit

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 or 45 Series turbo by using our GT42 or 45R Series Turbo Installation 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 make 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. Our kits are perfect for the individual who knows which turbo they are intending to run, or they have the exact turbo 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 GT42 or 45R turbocharger to be exact. PPE and Garrett have a long-standing relationship which is why they are the turbocharger of choice for our GT42 or 45R Series Turbo Kits.

Features:

- Turbo weight supported by pedestal, not by tubing
- High-velocity design to optimize exhaust gas flow

Applications*: 2001-2010 LB7/LLY/LBZ Kit (116006000)

Kit available with GT42, GT45 or GTX42, GTX45 Turbos

Replacement gaskets are available separately if needed.



T4 Riser Block - GM 6.6L Duramax

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

Installation parts included (8 studs, 8 nuts, and 8 set screws).

Without wastegate port (116006058) 2 3/8" Height

With wastegate port (116006059) 2 3/8" Height, 1 7/8" side port



Turbocharger Oil Drain Line Gasket Set Round (116005022) Oval (116005024)

These Turbocharger Oil Line Gaskets are designed to work under pressure. Made by Interface Solutions from their high-performance CMP-4000 material, these gaskets resist high-pressures and temperatures far more than sealant. Available for stock turbo oil return pipe.



Boost Increase Valve - GM 6.6L (LB7) Duramax Diesel 50 States Emissions Legal (E.O. D-701-13)

For vehicles with fueling modifications this will increase your turbo boost pressure from the stock 18-20 psi to 23-25 psi and will reduce those dreaded EGTs in an easy five minute installation.

Features:

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

Applications:

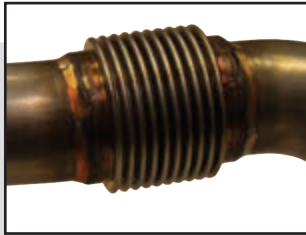
2001-2004 GM (LB7) Trucks (116030000)



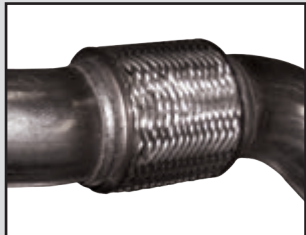
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INTAKE / TURBO / EXHAUST ACCESSORIES

PPE



Stock



OEM Replacement Up-Pipes - Ford

50 States Emissions Legal (E.O. D-701-8)

Replacing your stock Up-Pipes should be your first step in building a durable high-performance exhaust system. PPE Up-Pipe bellows are internally-sleeved 304 stainless steel.

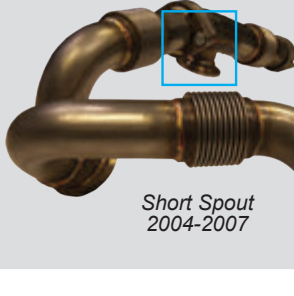
Features:

- Free-flowing 304 stainless steel inner liner bellows
- Stainless steel 11-gauge .120-inch wall, 2-in OD Up-Pipes

Applications:

2003-2004 for use with (316119503) round EGR cooler (tall spout)

2004-2007 for use with (316119504) square EGR cooler (short spout)



Short Spout
2004-2007



Tall Spout
2003-2004



2003-2004*

2004-2007*

2008-2010*
Horizontal

2008-2010
Vertical

OEM Replacement EGR Cooler - Ford

OEM replacement EGR Cooler with heavy-duty 304/316 stainless steel construction allowing for longer service life.

Twelve internal, 316 stainless steel tubes keep exhaust gasses cooler.

Applications:

2003-2004 Ford 6.0L (316129503)*

2004-2007 Ford 6.0L (316129504)*

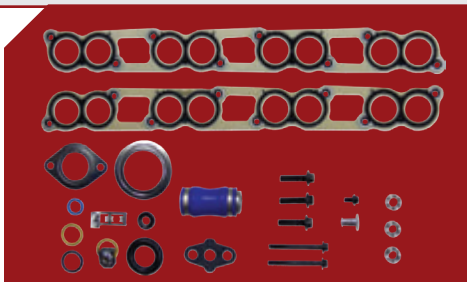
2008-2010 Ford 6.4L (316129508)* Horizontal

(316129518) Vertical

PPE



Stock



EGR Cooler Installation Kit - Ford (316129505)

Gaskets and installation parts necessary for the 6.0L Power Stroke EGR Cooler. Fits both round and square EGR Coolers.

Applications:

2004-2007 Ford 6.0L Diesel

Three-Inch Stainless Steel Down-Pipes - GM 6.6L Duramax

50 States Emissions Legal (E.O. D-701-15)

Remove your crushed oval-shaped stock down-pipe and replace it with a smooth, round, long-lasting full 304 stainless steel Down-Pipe from PPE.

Applications: 2001-2015 GM 2500/3500 HD Trucks

2001-2004 GM 6.6L Duramax LB7 Federal	(117000400)
2001-2004 GM 6.6L Duramax LB7 California	(117000424)
2004.5-2010 GM 6.6L Duramax LLY/LBZ/LMM	(117000500)
2011-2014 GM 6.6L Duramax LML	(117000600)
2015 (+) GM 6.6L Duramax LML	(117000700)



2001-2004
(117000400) FED
(117000424) CA



2004.5-2010
(117000500)



2011-2014
(117000600)



2015+
(117000700)

NEW

Down-Pipe Support Bracket Kit - GM 6.6L Duramax (116110510)

If you have PPE Manifolds and Up-Pipes, this bracket (stay) secures your PPE Down-Pipe and prevents movement. An unsecured Down-Pipe that moves can come in contact and damage the Up-Pipe bellow even under normal driving conditions. This movement can also contribute to metal fatigue and cracking of the Down-Pipe. This is a simple solution to help solve the problem. Fabricated from 1/8" 304 stainless steel.



INTAKE / TURBO / EXHAUST ACCESSORIES



Coolant Overflow Tank

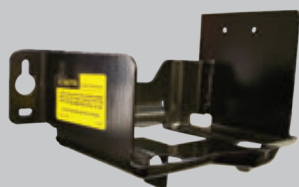
The PPE Coolant Overflow Tank will hold up to one gallon of coolant. Hand-cut aluminum material provides more efficient cooling properties. This tank replaces the location of your secondary battery and plastic water overflow tank. Use in conjunction with Battery Remount Tray.

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 Years: '01-'07 GM Duramax 6.6L Diesel 1500/2500/3500 (116454025)
'07.5-'10 GM Duramax 6.6L Diesel 1500/2500/3500 (116454075)

Available Finish: Raw



Battery Remount Tray (116454027)

Features:

- Mounts second battery on passenger side frame rail
- Used when PPE Coolant Overflow Tank is installed
- Use with PPE Compound Turbo Kits

Available sizes:

- 1.5" (516201015)
- 2.0" (516201020)
- 3.0" (516201030)
- 3.5" (516201035)
- 4.0" (516201040)

Exhaust Bellows

Features:

- Internally sleeved
- Aircraft-grade, 304 stainless steel
- Five sizes available

1.5

2.0"

3.0"

3.5"

4.0"



3.0"



3.5"



4.0"



5.0"



Turbine Discharge Flanges, Garrett Turbo

Features:

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

Available Sizes:

- 3.0" (516210030) 40 series
- 3.5" (516210035) 42 series
- 4.0" (516210040) 45 series
- 5.0" (516210050) 55 series

High-Flow Intake Manifold - GM 6.6L Duramax

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 lightweight aluminum design features a relocation port for the turbo boost pressure sensor.

It can be used on 2001-2005 LB7/LLY racing engines with modifications and used on intake manifolds (115051200). Not compatible with EGR or stock turbos.

Perfect for your custom, hot rod or marine 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

Applications *:

2006-2010 LLY/LBZ/LMM		
2.5 inch	Polished	(115051000)
	Natural	(115051100)
3 inch	Polished	(115053000)
	Natural	(115053100)



L/R Bank Manifolds - GM 6.6L Duramax (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 look, and perform amazing.

Great for marine or hot rod racing applications where looks count, these manifolds match perfectly with our polished High-Flow Intake Manifold.

Applications *: 2006-2010 GM 6.6L Duramax LLY/LBZ/LMM



Fuel Rail Mount Kit - GM 6.6L Duramax (115051600)

When using LBZ left and right bank manifolds on early trucks, these mounts solve the fuel rail fitment issue. Includes washers and mounting bolts.

Applications: 2001-2005 GM 6.6L Duramax LB7/LLY



* Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.

INTAKE / TURBO / EXHAUST ACCESSORIES



T4 Oil Feed Line Adapter (516001000)

Any racer will tell you: "Clean and simple is best." - 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 (516000800)

This PPE Oil Galley Feed Line Adaptor was designed to work perfectly with PPE's T4 Oil Feed Line Adapter to provide many benefits hand-in-hand.

Its -6 AN fitting easily connects the engine's oil galley to the turbocharger via a stainless steel braided oil pressure feed line. This fitting also increases the oil flow capacity available for single or compound turbo applications.

Features:

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

Applications: GM 6.6L Duramax



Mass Air Flow Sensor Mounts

If you're building a custom intake for your Duramax you'll need a new place to safely mount the Mass Air Flow sensor (MAF). These fabricator-style MAF mounts come in mild steel or aluminum to suite your needs. They come raw so they're ready to weld on. Includes new 304 stainless steel hardware to secure the MAF sensor to the PPE mount.

Applications: 2001-2007.5 GM 6.6L Duramax Mild Steel (116454021)
 2001-2007.5 GM 6.6L Duramax Aluminum (116454020)
 2008-2010 GM 6.6L Duramax Mild Steel (116454019)
 2008-2010 GM 6.6L Duramax Aluminum (116454018)



38MM/44MM (water-cooled) /60MM Wastegates (air-cooled)

We use these ultra-compact, high-quality 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. They come with all necessary flanges and clamps.

For those running in extreme conditions that require a longer duty cycle, the 38MM and 44MM can be water-cooled using supplied fittings (60mm Series air-cooled only).

Features:

- All stainless steel hardware
- Black anodized aluminum actuator

38MM Water-Cooled (516010800)
 44MM Water-Cooled (516011000)
 60MM Air-Cooled (516011200)

Titanium Exhaust Wrap

PPE's Titanium Exhaust Wrap consists of tightly woven titanium fibers in convenient 1.5 inch or 2 inch sizes. Exhaust wrap controls and minimizes heat dissipation to surrounding components when wrapped around heat sources such as exhaust manifolds or turbo up pipes.

This exhaust wrap has been tested to withstand temperatures in excess of 2,000 degrees. Keeping under hood temperatures lower helps increase performance and reliability. Cooler under hood temperatures will reduce stress on the entire engine and will allow for a cooler, higher density intake air charge.

Wrapping turbo related exhaust parts will also help increase exhaust flow, which will, in turn, decrease turbo spool time, allowing for improved engine efficiency.

Available Sizes: 1.0 inch wide

15 foot roll (578001015)
25 foot roll (578001025)
50 foot roll (578001050)

2.0 inch wide

15 foot roll (578002015)
25 foot roll (578002025)
50 foot roll (578002050)



Heat Sleeves - Silicone Coated Fiberglass

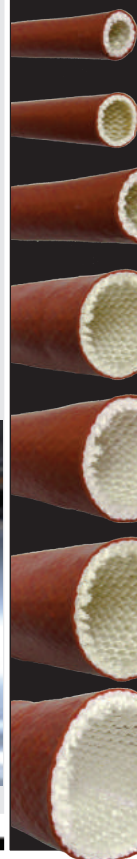
High-horsepower engines create excessive amounts of heat. Protect all your sensitive hoses, wires and cables from heat damage with PPE Heat Sleeves.

Made from silicone-coated, woven fiberglass material, these sleeves are capable of withstanding 500 degrees on a consistent basis, with short excursions to 2200 degrees.

Heat Sleeves should be used anywhere sensitive items, such as vacuum/boost lines, fuel lines, electrical wiring, or coolant hoses come in contact with (or are in close vicinity to) hot engine parts, such as intercooler tubing, exhaust pipes, turbo housings or certain electrical modules.



Available sizes:



3/4 inch (inside diameter)
By the foot: (578010701)
By the roll (65 ft): (578010765)

1 inch (inside diameter)
By the foot: (578011001)
By the roll (65 ft): (578011065)

1.5 inch (inside diameter)
By the foot: (578011501)
By the roll (65 ft): (578011565)

2.0 inch (inside diameter)
By the foot: (578012001)
By the roll (65 ft): (578012065)

2.5 inch (inside diameter)
By the foot: (578012501)
By the roll (65 ft): (578012565)

3.0 inch (inside diameter)
By the foot: (578013001)
By the roll (65 ft): (578013065)

3.5 inch (inside diameter)
By the foot: (578013501)
By the roll (65 ft): (578013565)

NEW

QR 304 SS Clamps/304 SS Flanges

Quick Release (QR) 304 Stainless Steel (SS) V-Band Clamps and Stainless Steel Flanges

PPE's new QR Clamps and Flanges are manufactured with corrosion-resistant 304 stainless steel which offers better durability to the everyday extreme environmental conditions these parts are subjected to. Inside interlocking 304 stainless steel flanges and deeper outside register to ensure a secure, tight fit that are able to withstand high pressures.

PPE QR Clamps feature a quick-release mechanism with a one-piece FlexLoc Nut that is ideal for severe service uses and won't fail like inferior nylon nuts. Because a FlexLoc Nut has no nylon insert, it consistently provides better tensile strength than the leading "two-element" locknuts and is ideal for elevated temperature environments. PPE's deep register holds the V-Band Flange securely until you are ready to release. Easily and securely reconnects in seconds.

Available as individual pieces or in 3-piece and 8-piece kits in sizes 1.5", 1.75", 2.0", 2.25", 2.5", 2.75", 3.0", 3.25", 3.5", 4.0" and 5.0" OD.

Features:

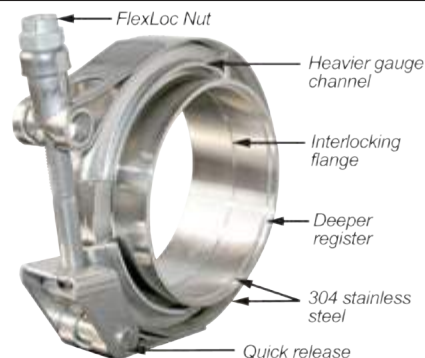
- 304 stainless steel clamps
- Inside interlocking 304 stainless steel flanges
- One-piece FlexLoc Nut
- Tube locating ridge
- Quick-release mechanism
- Disconnects and reconnects in seconds



**Available to fit
tube sizes 1.5" to 5.0"**

1.5"	QR V-Band Clamp	517115000
1.5"	V-Band Flange Engine Side (M)	517115001
1.5"	V-Band Flange Exhaust Side (F)	517115002
1.5"	QR V-Band - 3 piece Set (1C 1M 1F)	517115003
1.5"	QR V-band - 8 piece set (2C 3M 3F)	517115008
1.75"	QR V-Band Clamp	517117500
1.75"	V-Band Flange Engine Side (M)	517117501
1.75"	V-Band Flange Exhaust Side (F)	517117502
1.75"	QR V-Band - 3 piece Set (1C 1M 1F)	517117503
1.75"	QR V-band - 8 piece set (2C 3M 3F)	517117508
2.0"	QR V-Band Clamp	517120000
2.0"	V-Band Flange Engine Side (M)	517120001
2.0"	V-Band Flange Exhaust Side (F)	517120002
2.0"	QR V-Band - 3 piece Set (1C 1M 1F)	517120003
2.0"	QR V-band - 8 piece set (2C 3M 3F)	517120008
2.25"	QR V-Band Clamp	517122500
2.25"	V-Band Flange Engine Side (M)	517122501
2.25"	V-Band Flange Exhaust Side (F)	517122502
2.25"	QR V-Band - 3 piece Set (1C 1M 1F)	517122503
2.25"	QR V-band - 8 piece set (2C 3M 3F)	517122508
2.5"	QR V-Band Clamp	517125000
2.5"	V-Band Flange Engine Side (M)	517125001
2.5"	V-Band Flange Exhaust Side (F)	517125002
2.5"	QR V-Band - 3 piece Set (1C 1M 1F)	517125003
2.5"	QR V-band - 8 piece set (2C 3M 3F)	517125008
2.75"	QR V-Band Clamp	517127500
2.75"	V-Band Flange Engine Side (M)	517127501
2.75"	V-Band Flange Exhaust Side (F)	517127502
2.75"	QR V-Band - 3 piece Set (1C 1M 1F)	517127503
2.75"	QR V-band - 8 piece set (2C 3M 3F)	517127508
3.0"	QR V-Band Clamp	517130000
3.0"	V-Band Flange Engine Side (M)	517130001
3.0"	V-Band Flange Exhaust Side (F)	517130002
3.0"	QR V-Band - 3 piece Set (1C 1M 1F)	517130003
3.0"	QR V-band - 8 piece set (2C 3M 3F)	517130008
3.25"	QR V-Band Clamp	517132500
3.25"	V-Band Flange Engine Side (M)	517132501
3.25"	V-Band Flange Exhaust Side (F)	517132502
3.25"	QR V-Band - 3 piece Set (1C 1M 1F)	517132503
3.25"	QR V-band - 8 piece set (2C 3M 3F)	517132508
3.5"	QR V-Band Clamp	517135000
3.5"	V-Band Flange Engine Side (M)	517135001
3.5"	V-Band Flange Exhaust Side (F)	517135002
3.5"	QR V-Band - 3 piece Set (1C 1M 1F)	517135003
3.5"	QR V-band - 8 piece set (2C 3M 3F)	517135008
4.0"	QR V-Band Clamp	517140000
4.0"	V-Band Flange Engine Side (M)	517140001
4.0"	V-Band Flange Exhaust Side (F)	517140002
4.0"	QR V-Band - 3 piece Set (1C 1M 1F)	517140003
4.0"	QR V-band - 8 piece set (2C 3M 3F)	517140008
5.0"	QR V-Band Clamp	517150000
5.0"	V-Band Flange Engine Side (M)	517150001
5.0"	V-Band Flange Exhaust Side (F)	517150002
5.0"	QR V-Band - 3 piece Set (1C 1M 1F)	517150003
5.0"	QR V-band - 8 piece set (2C 3M 3F)	517150008

Anatomy of a quality QR V-Band Flange Set



NEW

QR 304 SS Clamps/Aluminum Flanges

1.5"	V-Band Flange Engine Side (M) AL	517215001
1.5"	V-Band Flange Exhaust Side (F) AL	517215002
1.5"	QR V-Band - 3 piece Set (1C 1M 1F)	517215003
1.5"	QR V-band - 8 piece set (2C 3M 3F)	517215008
1.75"	V-Band Flange Engine Side (M) AL	517217501
1.75"	V-Band Flange Exhaust Side (F) AL	517217502
1.75"	QR V-Band - 3 piece Set (1C 1M 1F)	517217503
1.75"	QR V-band - 8 piece set (2C 3M 3F)	517217508
2.0"	V-Band Flange Engine Side (M) AL	517220001
2.0"	V-Band Flange Exhaust Side (F) AL	517220002
2.0"	QR V-Band - 3 piece Set (1C 1M 1F)	517220003
2.0"	QR V-band - 8 piece set (2C 3M 3F) QR AL	517220008
2.25"	V-Band Flange Engine Side (M) AL	517222501
2.25"	V-Band Flange Exhaust Side (F) AL	517222502
2.25"	QR V-Band - 3 piece Set (1C 1M 1F)	517222503
2.25"	QR V-band - 8 piece set (2C 3M 3F)	517222508
2.5"	V-Band Flange Engine Side (M) AL	517225001
2.5"	V-Band Flange Exhaust Side (F) AL	517225002
2.5"	QR V-Band - 3 piece Set (1C 1M 1F)	517225003
2.5"	QR V-band - 8 piece set (2C 3M 3F)	517225008
2.75"	V-Band Flange Engine Side (M) AL	517227501
2.75"	V-Band Flange Exhaust Side (F) AL	517227502
2.75"	QR V-Band - 3 piece Set (1C 1M 1F)	517227503
2.75"	QR V-band - 8 piece set (2C 3M 3F)	517227508
3.0"	V-Band Flange Engine Side (M) AL	517230001
3.0"	V-Band Flange Exhaust Side (F) AL	517230002
3.0"	QR V-Band - 3 piece Set (1C 1M 1F)	517230003
3.0"	QR V-band - 8 piece set (2C 3M 3F)	517230008
3.25"	V-Band Flange Engine Side (M) AL	517232501
3.25"	V-Band Flange Exhaust Side (F) AL	517232502
3.25"	QR V-Band - 3 piece Set (1C 1M 1F)	517232503
3.25"	QR V-band - 8 piece set (2C 3M 3F)	517232508
3.5"	V-Band Flange Engine Side (M) AL	517235001
3.5"	V-Band Flange Exhaust Side (F) AL	517235002
3.5"	QR V-Band - 3 piece Set (1C 1M 1F)	517235003
3.5"	QR V-band - 8 piece set (2C 3M 3F)	517235008
4.0"	V-Band Flange Engine Side (M) AL	517240001
4.0"	V-Band Flange Exhaust Side (F) AL	517240002
4.0"	QR V-Band - 3 piece Set (1C 1M 1F)	517240003
4.0"	QR V-band - 8 piece set (2C 3M 3F)	517240008
5.0"	V-Band Flange Engine Side (M) AL	517250001
5.0"	V-Band Flange Exhaust Side (F) AL	517250002
5.0"	QR V-Band - 3 piece Set (1C 1M 1F)	517250003
5.0"	QR V-band - 8 piece set (2C 3M 3F) AL	517250008

Quick-Release 304 Stainless Steel V-Band Exhaust Flange Set

Get all your exhaust connector needs met with just one kit. PPE's 8 Piece Interlocking V-Band Exhaust Flange Set 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.

Interlocking Aluminum V-Band Exhaust Flanges

Building your own custom exhaust system is easy, thanks to PPE's Interlocking Aluminum V-Band Exhaust Flanges (M-Engine Side, F-Exhaust Side).



Available to fit tube sizes 1.5" to 5.0"

Standard 304 SS Clamps/Kits

3.0"	V-Band Clamp - SS	517330000
3.0"	V-Band - 3 piece Set (1C 1M 1F) - SS	517330003
3.0"	V-band - 8 piece set (2C 3M 3F) - SS	517330008
3.5"	V-Band Clamp - SS	517335000
3.5"	V-Band - 3 piece Set (1C 1M 1F) - SS	517335003
3.5"	V-band - 8 piece set (2C 3M 3F) - SS	517335008
4.0"	V-Band Clamp - SS	517340000
4.0"	V-Band - 3 piece Set (1C 1M 1F) - SS	517340003
4.0"	V-band - 8 piece set (2C 3M 3F) - SS	517340008
3.0"	V-Band - 3 piece Set (1C 1M 1F) AL	517430003
3.0"	V-band - 8 piece set (2C 3M 3F) AL	517430008
3.5"	V-Band - 3 piece Set (1C 1M 1F) AL	517435003
3.5"	V-band - 8 piece set (2C 3M 3F) AL	517435008
4.0"	V-Band - 3 piece Set (1C 1M 1F) AL	517440003
4.0"	V-band - 8 piece set (2C 3M 3F) AL	517440008



SILICONE HOSES - GM, Dodge, Ford

Over **80** sizes and shapes



Performance Silicone Hoses - GM, Dodge, Ford

Drag racing and sled pulling places huge stress on your truck's silicone hoses in a very short period of time. PPE's hoses were designed to handle the rigors of increased pressure during racing and competition. They are equally proficient at daily driving and towing heavy loads.

Each PPE Performance Silicone Hose is strengthened with 5 plies of polyester reinforced fibers making them very tough. The Fluorocarbon lining offers better lubricity (slippery and resistant to chemicals) and the silicone rubber construction ensures that they can withstand 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.

PPE's Silicone Hoses are resistant to fuel, oil and chemicals while also being UV and Ozone resistant. These hoses can handle the extreme exposure that heavy usages puts upon them. With multiple sizes and configurations, there is a PPE Performance Silicone Hose for every design application.

Features:

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



WARNING:

Do not let this happen to you.

This factory hose ruptured from normal daily driving wear and tear.

PPE Performance Silicone Hoses - STRAIGHT

- (515070736) - 0.75" x 36" L 6mm 5-ply Straight Silicone Hose
- (515101036) - 1.0" x 36" L 6mm 5-ply Straight Silicone Hose
- (515151536) - 1.5" x 36" L 6mm 5-ply Straight Silicone Hose
- (515171736) - 1.75" x 36" L 6mm 5-ply Straight Silicone Hose
- (515202036) - 2.0" x 36" L 6mm 5-ply Straight Silicone Hose
- (515222236) - 2.25" x 36" L 6mm 5-ply Straight Silicone Hose
- (515252536) - 2.5" x 36" L 6mm 5-ply Straight Silicone Hose
- (515272736) - 2.75" x 36" L 6mm 5-ply Straight Silicone Hose
- (515303036) - 3.0" x 36" L 6mm 5-ply Straight Silicone Hose
- (515353536) - 3.5" x 36" L 6mm 5-ply Straight Silicone Hose
- (515404036) - 4.0" x 36" L 6mm 5-ply Straight Silicone Hose
- (515454536) - 4.5" x 36" L 6mm 5-ply Straight Silicone Hose
- (515505036) - 5.0" x 36" L 6mm 5-ply Straight Silicone Hose
- (515555536) - 5.5" x 36" L 6mm 5-ply Straight Silicone Hose
- (515606036) - 6.0" x 36" L 6mm 5-ply Straight Silicone Hose

Straight hoses available from 3/4" to 6" widths and up to 36" lengths (in 1" increments)

SILICONE HOSES - GM, Dodge, Ford

PPE Performance Silicone Hoses - 90 DEGREE

(515202090) - 2.0"	90 Degree Silicone Hose
(515222290) - 2.25"	90 Degree Silicone Hose
(515252590) - 2.5"	90 Degree Silicone Hose
(515303090) - 3.0"	90 Degree Silicone Hose
(515353590) - 3.5"	90 Degree Silicone Hose
(515404090) - 4.0"	90 Degree Silicone Hose
(515454590) - 4.5"	90 Degree Silicone Hose
(515505090) - 5.0"	90 Degree Silicone Hose



PPE Performance Silicone Hoses - 45 DEGREE

(515202045) - 2.0"	45 Degree Silicone Hose
(515222245) - 2.25"	45 Degree Silicone Hose
(515252545) - 2.5"	45 Degree Silicone Hose
(515303045) - 3.0"	45 Degree Silicone Hose
(515353545) - 3.5"	45 Degree Silicone Hose
(515404045) - 4.0"	45 Degree Silicone Hose
(515454545) - 4.5"	45 Degree Silicone Hose
(515505045) - 5.0"	45 Degree Silicone Hose



PPE Performance Silicone - REDUCERS

(515302203) - 3.0" to 2.25" x 3" L	6mm 5-ply Silicone Reducer
(515302205) - 3.0" to 2.25" x 5" L	6mm 5-ply Silicone Reducer
(515302503) - 3.0" to 2.5" x 3" L	6mm 5-ply Silicone Reducer
(515302505) - 3.0" to 2.5" x 5" L	6mm 5-ply Silicone Reducer
(515353003) - 3.5" to 3.0" x 3" L	6mm 5 ply Silicone Reducer
(515353005) - 3.5" to 3.0" x 5" L	6mm 5 ply Silicone Reducer
(515403003) - 4.0" to 3.0" x 3" L	6mm 5-ply Silicone Reducer
(515403005) - 4.0" to 3.0" x 5" L	6mm 5 ply Silicone Reducer
(515403500) - 4.0" to 3.5" x 3" L	6mm 5 ply Silicone Reducer
(515504003) - 5.0" to 4.0" x 3" L	6mm 5-ply Silicone Reducer
(515504005) - 5.0" to 4.0" x 5" L	6mm 5-ply Silicone Reducer
(515554003) - 5.5" to 4.0" x 3" L	6mm 5-ply Silicone Reducer
(515554005) - 5.5" to 4.0" x 5" L	6mm 5-ply Silicone Reducer
(515555003) - 5.5" to 5.0" x 3" L	6mm 5-ply Silicone Reducer
(515555005) - 5.5" to 5.0" x 5" L	6mm 5-ply Silicone Reducer
(515605003) - 6.0" to 5.0" x 3" L	6mm 5-ply Silicone Reducer
(515605005) - 6.0" to 5.0" x 5" L	6mm 5-ply Silicone Reducer
(515605003) - 6.0" to 5.0" x 3" L	6mm 5-ply Silicone Reducer
(515605005) - 6.0" to 5.0" x 5" L	6mm 5-ply Silicone Reducer



PPE T-Bolt Clamps

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 and offer excellent clamping power perfect for stock or high performance applications.

Available Clamp Sizes:

(515275225) 2.25" ID / Range	71-63mm
(515300250) 2.5" ID / Range	78-70mm
(515350300) 3.0" ID / Range	92-84mm
(515325275) 3.25 ID / Range	87-79mm
(515400350) 3.5" ID / Range	106-98mm
(515375325) 3.75 ID / Range	94-86mm
(515450400) 4.0" ID / Range	120-112mm
(515500450) 4.5" ID / Range	129-121mm
(515550500) 5.0" ID / Range	141-133mm
(515600550) 5.5" ID / Range	155-147mm
(515650600) 6.0" ID / Range	167-159mm

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



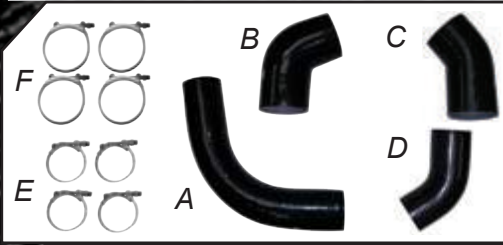
SILICONE HOSE KITS - GM SPECIFIC

Performance Silicone Hose Kits - GM Specific

Features:

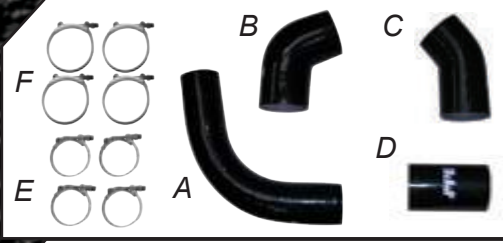
- Working pressure: 70 psi - BAR 4.8
- Burst pressure: 207 psi - BAR 14.3
- UV and Ozone resistant
- Handles high boost-pressures, oil and fuel, high-temperatures
- Higher flow and better lubricity than rubber
- 5-ply, 6mm wall thickness

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



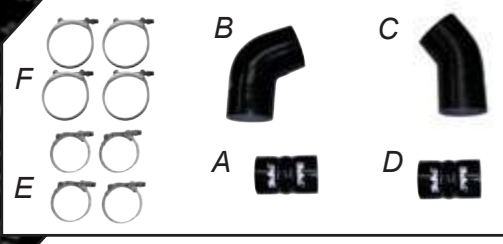
'01 LB7 Silicone Hose Kit with Stainless Steel Clamps (115910101)

- | | | | | |
|-----------------------------|-----|-------------|---------------|---------------|
| (A) 6mm 5-ply Silicone Hose | (1) | (115900100) | (GM 15061708) | Use clamp (E) |
| (B) 6mm 5-ply Silicone Hose | (1) | (115900200) | (GM 15124211) | Use clamp (F) |
| (C) 6mm 5-ply Silicone Hose | (1) | (115900300) | (GM 15034797) | Use clamp (F) |
| (D) 6mm 5-ply Silicone Hose | (1) | (115900000) | (GM 15034798) | Use clamp (E) |
| (E) 71/63mm T-Bolt Clamps | (4) | (515275225) | | |
| (F) 92/84mm T-Bolt Clamps | (4) | (515350300) | | |



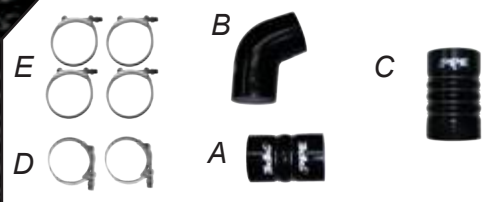
'02 - '04 LB7 Silicone Hose Kit with Stainless Steel Clamps (115910204)

- | | | | | |
|-----------------------------|-----|-------------|---------------|---------------|
| (A) 6mm 5-ply Silicone Hose | (1) | (115900100) | (GM 15061708) | Use clamp (E) |
| (B) 6mm 5-ply Silicone Hose | (1) | (115900200) | (GM 15124211) | Use clamp (F) |
| (C) 6mm 5-ply Silicone Hose | (1) | (115900300) | (GM 15034797) | Use clamp (F) |
| (D) 6mm 5-ply Silicone Hose | (1) | (115900400) | (GM 15198167) | Use clamp (E) |
| (E) 71/63mm T-Bolt Clamps | (4) | (515275225) | | |
| (F) 92/84mm T-Bolt Clamps | (4) | (515350300) | | |



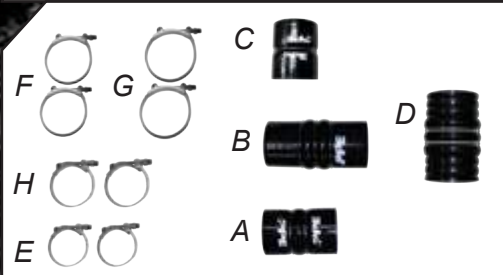
'04.5 - '05 LLY Silicone Hose Kit with Stainless Steel Clamps (115910405)

- | | | | | |
|-----------------------------|-----|-------------|---------------|---------------|
| (A) 6mm 5-ply Silicone Hose | (1) | (115900500) | (GM 15188715) | Use clamp (E) |
| (B) 6mm 5-ply Silicone Hose | (1) | (115900200) | (GM 15124211) | Use clamp (F) |
| (C) 6mm 5-ply Silicone Hose | (1) | (115900600) | (GM 15124210) | Use clamp (F) |
| (D) 6mm 5-ply Silicone Hose | (1) | (115900500) | (GM 15188715) | Use clamp (E) |
| (E) 71/63mm T-Bolt Clamps | (4) | (515275225) | | |
| (F) 92/84mm T-Bolt Clamps | (4) | (515350300) | | |



'06 to '10 LBZ/LMM Silicone Hose Kit with Stainless Steel Clamps (115910610)

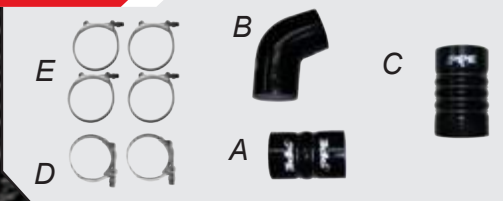
- | | | | | |
|-----------------------------|-----|-------------|---------------|---------------|
| (A) 6mm 5-ply Silicone Hose | (1) | (115900500) | (GM 15188715) | Use clamp (D) |
| (B) 6mm 5-ply Silicone Hose | (1) | (115900200) | (GM 15124211) | Use clamp (E) |
| (C) 6mm 5-ply Silicone Hose | (1) | (115900800) | (GM 15102148) | Use clamp (E) |
| (E) 71/63mm T-Bolt Clamps | (4) | (515275225) | | |
| (E) 92/84mm T-Bolt Clamps | (4) | (515350300) | | |



'11 to '14 LML Silicone Hose with Stainless Steel Clamps (115911114)

- | | | | | |
|-----------------------------|-----|-------------|---------------|---------------|
| (A) 6mm 5-ply Silicone Hose | (1) | (115900500) | (GM 15188715) | Use clamp (E) |
| (B) 6mm 5-ply Silicone Hose | (1) | (115901000) | (GM AKE98909) | Use clamp (H) |
| (C) 6mm 5-ply Silicone Hose | (1) | (115900900) | (GM 25869099) | Use clamp (F) |
| (D) 6mm 5-ply Silicone Hose | (1) | (115901100) | (GM CP0630R2) | Use clamp (G) |
| (E) 71/63mm T-Bolt Clamps | (2) | (515275225) | | |
| (F) 92/84mm T-Bolt Clamps | (2) | (515350300) | | |
| (G) 94/86mm T-Bolt Clamps | (2) | (515375325) | | |
| (H) 78/70mm T-Bolt Clamps | (2) | (515300250) | | |

NEW



'06 to '10 LBZ/LMM Silicone Hose Kit with Stainless Steel Clamps (115910610)

- | | | | | |
|-----------------------------|-----|-------------|---------------|---------------|
| (A) 6mm 5-ply Silicone Hose | (1) | (115900500) | (GM 15188715) | Use clamp (D) |
| (B) 6mm 5-ply Silicone Hose | (1) | (115900200) | (GM 15124211) | Use clamp (E) |
| (C) 6mm 5-ply Silicone Hose | (1) | (115900800) | (GM 15102148) | Use clamp (E) |
| (D) 71/63mm T-Bolt Clamps | (2) | (515275225) | | |
| (E) 92/84mm T-Bolt Clamps | (4) | (515350300) | | |

PPE Performance Silicone for Custom Applications

(515303088) - Hump	3.0" ID, 76mm L,	6mm 5-ply
(515151500) - Coupler	1.5" ID x 2.165" L,	5mm 4-ply
(515171700) - Coupler	1.75" ID x 2.75" L,	5mm 4-ply
(515252500) - Coupler	2.5" ID, x 3" L,	6mm 5-ply
(515252504) - Coupler	2.5" ID x 4.5" L,	6mm 5-ply
(515272700) - Coupler	2.75" ID x 4" L,	6mm 4-ply
(515303000) - Coupler	3.0" ID, x 3" L,	6mm 5-ply
(515303004) - Coupler	3.0" ID x 4" L,	6mm 5-ply
(515303005) - Coupler	3.0" ID x 5" L,	6mm 5-ply
(515353503) - Coupler	3.5" ID x 3" L,	6mm 5-ply
(515353504) - Coupler	3.5" ID x 4" L,	6mm 5-ply
(515404000) - Coupler	4.0" ID, x 2.5" L,	6mm 5-ply
(515404003) - Coupler	4.0" ID x 3" L,	6mm 5-ply
(515404004) - Coupler	4.0" ID x 4" L,	6mm 5-ply
(515404005) - Coupler	4.0" ID x 5" L,	6mm 5-ply
(515505000) - Coupler	5.0" ID x 2.5" L,	5mm 4-ply
(515505005) - Coupler	5.0" ID x 5" L,	5mm 4-ply
(515606000) - Coupler	6.0" ID x 2.5" L,	5mm 4-ply



BULK AND CUSTOM LENGTHS

PPE Performance Silicone - Bulk

Need to customize your fuel lines, water lines or coolant lines? PPE has developed Performance Silicone in your choice of 3/8", 1/2", 5/8" widths. Available in 50 and 100 meter bulk roll or customize to suit your specific needs in 1-foot lengths.

(515010000) - 3/8"	100 meter bulk,	2.5mm 1-ply
(515010100) - 3/8"	1-foot increments,	2.5mm 1-ply

3/8"



(515020000) - 1/2"	100 meter bulk,	2.5mm 1-ply
(515020100) - 1/2"	1-foot increments,	2.5mm 1-ply

1/2"



(515030000) - 5/8"	100 meter bulk,	3mm 1-ply
(515030100) - 5/8"	1-foot increments,	3mm 1-ply

5/8"



ALUMINUM TUBING

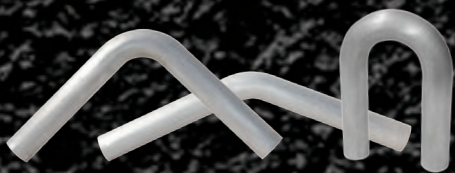
NEW

45, 90 and 180 Degree Aluminum Tubing

PPE now offers high quality, CNC pre-bent aluminum tubing in your choice of size and angle. Perfect for your custom applications. Great for intercooler pipe fabrication, intake pipe fabrication, or your own special needs.



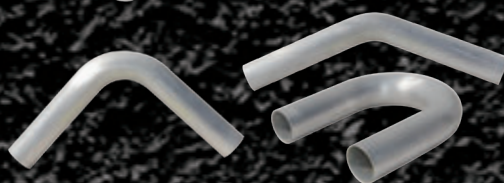
1.5"	45 degree, aluminum tube	(575150045)
1.5"	90 degree, aluminum tube	(575150090)
1.5"	180 degree, aluminum tube	(575150180)



2.0"	45 degree, aluminum tube	(575200045)
2.0"	90 degree, aluminum tube	(575200090)
2.0"	180 degree, aluminum tube	(575200180)



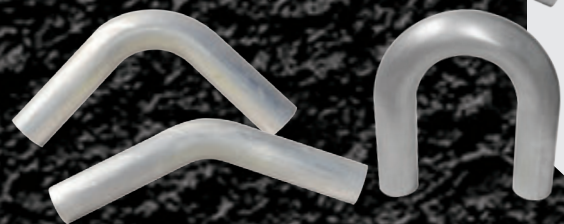
2.25"	45 degree, aluminum tube	(575225045)
2.25"	90 degree, aluminum tube	(575225090)
2.25"	180 degree, aluminum tube	(575225180)



2.5"	45 degree, aluminum tube	(575250045)
2.5"	90 degree, aluminum tube	(575250090)
2.5"	180 degree, aluminum tube	(575250180)



2.75"	45 degree, aluminum tube	(575275045)
2.75"	90 degree, aluminum tube	(575275090)
2.75"	180 degree, aluminum tube	(575275180)



3.0"	45 degree, aluminum tube	(575300045)
3.0"	90 degree, aluminum tube	(575300090)
3.0"	180 degree, aluminum tube	(575300180)

NEW



Billet Aluminum Couplers with 1/8" NPT Bung

Need to add an 1/8" NPT bung to your custom turbo system or intake tubing? PPE makes it easy with our Billet Aluminum Couplers. Featuring high-quality billet aluminum tubing with wide shoulders and angled ends ensure a secure fit. Plenty of room for any clamp width. Perfect for turbo ducting, water meth systems, nitrous and gauge probes. Available in 2", 2.25", 2.5", 2.75", 3" and 4" OD x 5" lengths.

Features:

- Machined billet aluminum
- 1/8" NPT welded in bung

Applications: Custom fabrications where a 1/8" NPT fitting is needed.

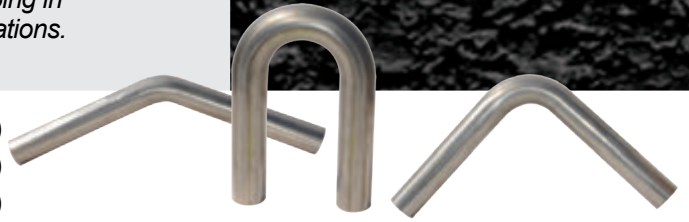
2"	(515900200)	2.75"	(XXXXXXXXXX)
2.25"	(XXXXXXXXXX)	3"	(515900300)
2.5"	(515900250)	4"	(515900400)

NEW

45, 90 and 180 Degree, 304 Stainless Steel Tubing

PPE now offers high quality, CNC pre-bent stainless steel tubing in your choice of size and angle. Perfect for your custom applications. Great for exhaust fabrication or your own special needs.

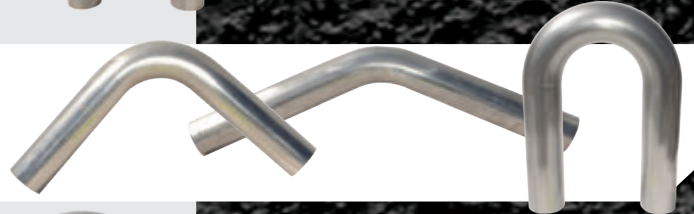
- 2.0" 45 degree, 304 stainless steel tube (576200045)
- 2.0" 90 degree, 304 stainless steel tube (576200090)
- 2.0" 180 degree, 304 stainless steel tube (576200180)



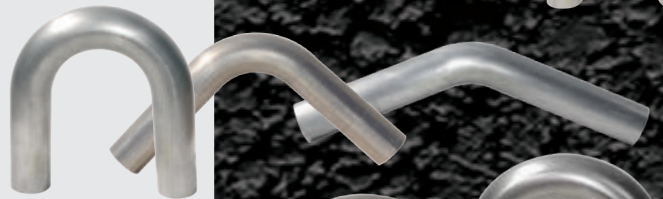
- 2.25" 45 degree, 304 stainless steel tube (576225045)
- 2.25" 90 degree, 304 stainless steel tube (576225090)
- 2.25" 180 degree, 304 stainless steel tube (576225180)



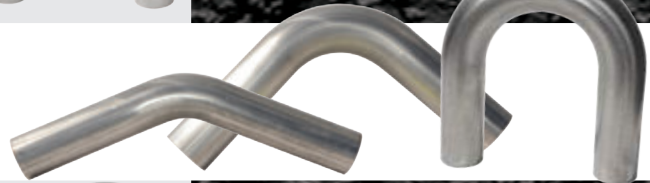
- 2.5" 45 degree, 304 stainless steel tube (576250045)
- 2.5" 90 degree, 304 stainless steel tube (576250090)
- 2.5" 180 degree, 304 stainless steel tube (576250180)



- 2.75" 45 degree, 304 stainless steel tube (576275045)
- 2.75" 90 degree, 304 stainless steel tube (576275090)
- 2.75" 180 degree, 304 stainless steel tube (576275180)



- 3.0" 45 degree, 304 stainless steel tube (576300045)
- 3.0" 90 degree, 304 stainless steel tube (576300090)
- 3.0" 180 degree, 304 stainless steel tube (576300180)



- 4.0" 45 degree, 304 stainless steel tube (576400045)
- 4.0" 90 degree, 304 stainless steel tube (576400090)
- 4.0" 180 degree, 304 stainless steel tube (576400180)



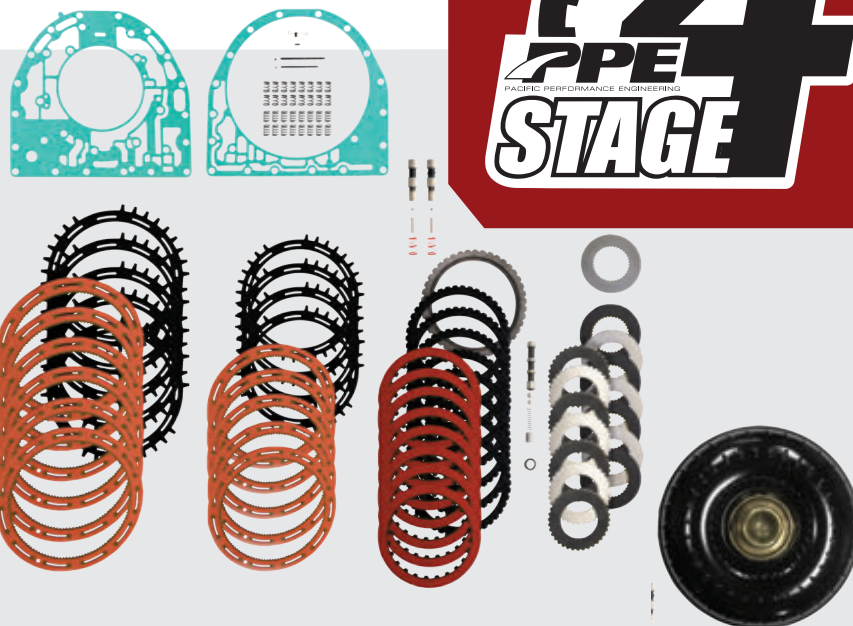
- 5.0" 45 degree, 304 stainless steel tube (576500045)
- 5.0" 90 degree, 304 stainless steel tube (576500090)
- 5.0" 180 degree, 304 stainless steel tube (576500180)



TRANSMISSION UPGRADES



Stage 4, 5 and 6 also available as a complete, ready-to-install transmission.



Stage4 Transmission Upgrade Kit - GM Allison

PPE's Stage4 transmission kit is our entry-level kit that's perfect for drag racing, sled pulling, towing or even daily driven use. This kit works extremely well for a stock truck but was engineered 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 (recalibration kit does not change shift points, only increases clutch holding power), converter flow valve and upgraded high-friction C1, C2, C3 and C4 clutches with Kolene steels.

Features:

- Triple clutch converter
- C1 includes: 14 1-sided 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*: 2001-2010, 5 and 6 speed GM Allison 1000 Transmissions
2001-2004 with converter (128034001), without converter (128034201)
2004-2005 with converter (128034002), without converter (128034202)
2006-2010 with converter (128034003), without converter (128034203)

***Note:** The 2006-2010 kits do not include springs.

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

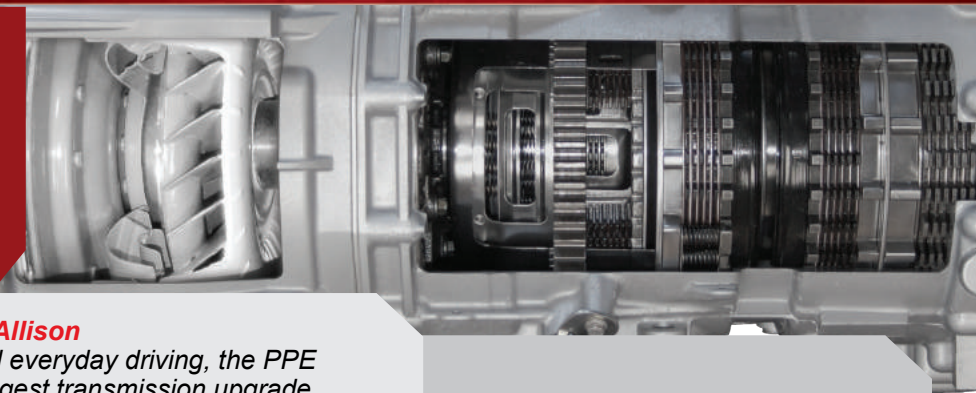


C2 - Friction Place



C3 - Friction Place

*** Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.**



Stage5 Transmission Upgrade Kit - GM Allison

Built to handle sled pulling, drag racing and everyday driving, 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 (recalibration kit does not change shift points, only increases clutch holding power), converter flow valve and upgraded C1, C2, C3 and C4 clutches and Kolene steels.



Features:

- Billet triple clutch converter: "BC" Billet Cover (standard)
"BCBS" Billet Cover Billet Stator (optional)
- Valve body recalibration kit, boost valve, pump shim, and gaskets
- C1 includes: 16 1-sided 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 apply plate

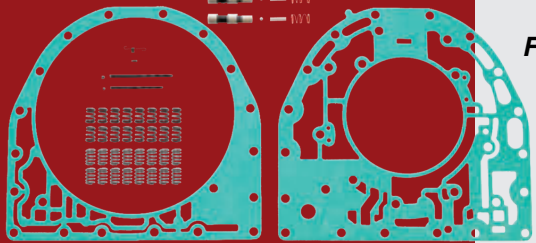
Available for*: 2001-2010, 5 and 6 speed
GM Allison 1000 Transmissions
2001-2004 with BC converter (128035001)
2001-2004 with BCBS converter (128035301)
2001-2004 without converter (128035201)
2004-2005 with BC converter (128035002)
2004-2005 with BCBS converter (128035302)
2004-2005 without converter (128035202)
2006-2010 with BC converter (128035003)
2006-2010 with BCBS converter (128035303)
2006-2010 without converter (128035203)

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



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TRANSMISSION UPGRADES



Stage6 Transmission Upgrade Kit - GM Allison

Built with top-level performance and heavy duty use in mind, PPE's Stage6 will handle whatever you can throw at it. The Stage6 Transmission Kit is the strongest transmission upgrade kit that PPE offers. Thanks to the triple clutch converter, valve body recalibration kit (recalibration kit does not change shift points, only increases clutch holding power), converter flow Valve, upgraded C1, C2, C3 and C4 clutches and Kolene steels.

Features:

- Billet triple clutch converter and billet cover (optional billet stator)
- 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 apply plate, 1 apply piston

Available for*: 2001-2010, 5 and 6 speed GM

Allison 1000 Transmissions

2001-2004 with converter (128036001),

2001-2004 without converter (128036201)

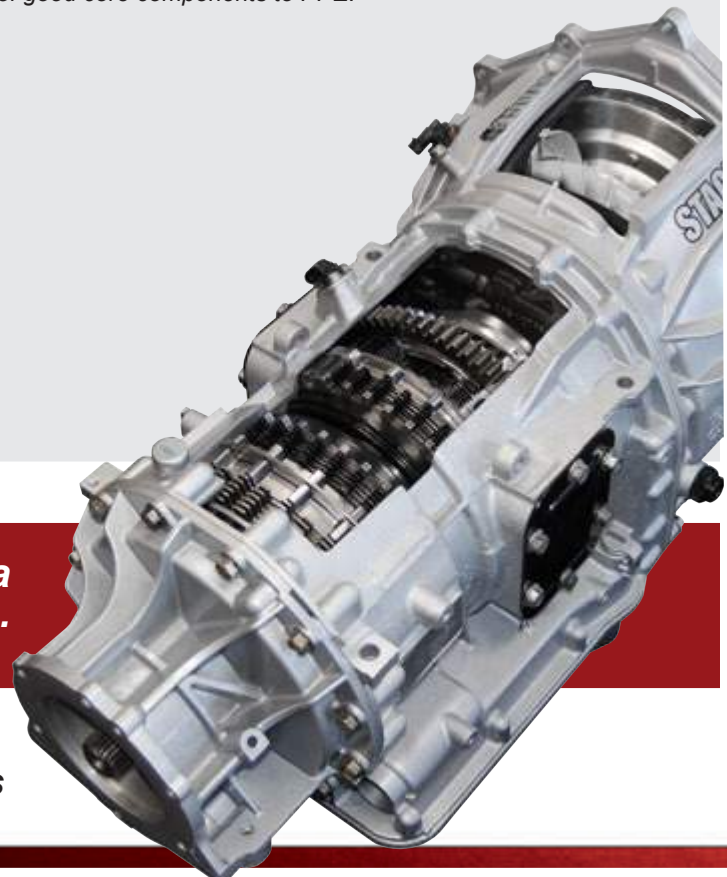
2004-2005 with converter (128036002),

2004-2005 without converter (128036202)

2006-2010 with converter (128036003),

2006-2010 without converter (128036203)

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



Stage 4, 5 and 6 also available as a complete, ready-to-install transmission.

*** Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.**

Black Standard Billet Triple Clutch Torque Converter - GM (128010300)

Tested in applications producing high-horsepower and torque at the crank, the PPE Triple Clutch Torque Converter is an excellent choice in converter technology.

The heavy-duty billet cover and three lock-up clutches give you unbeatable lock-up performance. The PPE Triple Clutch Torque Converter provides 130 square inches of clutch surface contact area, compared to just 49 in the stock unit (3X stronger).

Features:

- One-piece billet cover
- Heat-treated 4140 alloy turbine
- Heat-treated 4140 alloy impeller hub
- 5 year unlimited mileage warranty

Note: If a NON "Race" converter is used in applications that would require brake stalling for more than 5 seconds the stator will be damaged and will not be covered under our warranty. Please contact us if you're unsure if a race converter will be needed for your application.

Applications: GM and Dodge diesel trucks

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



"Race" Billet Stator Torque Converter

PPE's Billet Stator Torque Converter's offer the best of the best in power holding capabilities. Designed for racers and pullers who brake boost their vehicles on a regular basis. These torque converters have all the features of our Billet Triple Clutch Converters and also feature a stronger more durable billet stator. This billet stator allows for better power transfer to the rear wheels when the torque converter is unlocked.

For those that sled pull or race, this billet stator equipped torque converter is a must-have upgrade. Brake boosting at the starting line or sled pulling with the torque converter unlocked WILL damage a non-billet stator equipped torque converter.

Our "Race" series converter should be used in Racing/Pulling applications that require more "Stall" RPM than our standard converter. Increased stall is usually needed in applications where a larger turbo/turbos have been installed and more RPM is required to get the turbo on boost while on the brakes (brake boosting).

Features:

- One-piece billet cover
- Heat-treated 4140 alloy turbine
- Heat-treated 4140 alloy impeller hub
- 5 year unlimited mileage warranty
- CNC billet machined stator with custom stall speeds available upon request ("Race" converters only)

Applications: GM and Dodge diesel trucks

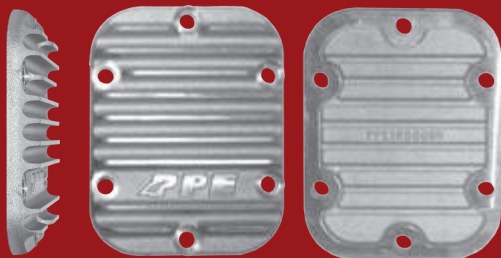
- Black "Race" 1900-2100 RPM "Stock" Stall Speed (128010305)
- Black "Race" 2200-2300 RPM Stall Speed (128010310)
- Black "Race" 2600-2700 RPM Stall Speed (128010320)
- Black "Race" 3000+ RPM Stall Speed (128010330)

Note: Stall speeds are approximate and will vary depending on vehicle set-up.



*** Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.**

TRANSMISSION UPGRADES



Don't let this happen to you:

Replace your factory PTO covers today!



Heavy-Duty PTO Side Plate Covers (Pair) - GM (128060000)

Made from cast aluminum, these 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.), which increases heat dissipation from the transmission oil.

Kits come with the covers, mounting hardware and gaskets.

Features:

- Ridged design keeps gasket evenly torqued so it does not slip
- Increases transmission case rigidity
- Helps reduce operating temperatures

Raw finish only, Applications: 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.



Billet Input Shaft - GM (128020000)

The transmission input shaft is tasked with transferring the horsepower from the torque converter 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 (over 800 RWHP) 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, Stage5 and Stage6 transmission kits.

Applications: 2001-2016 Allison 1000 5 and 6 speed transmissions



Billet Output Shaft - GM (128021000)

High horsepower levels and heavy-duty use stresses transmission parts past what they were originally designed to handle. The Allison's output shaft is a common failure point so PPE offers this Billet Output Shaft for high-performance transmissions. The PPE shaft has been specially designed to withstand the higher horsepower (over 800 RWHP) 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, Stage5 and Stage6 transmission kits.

Applications: 2001-2010 Allison 1000 4x4 5 and 6 speed transmissions

Valve Body Recalibration Kit - Allison 2001-2010

Even the venerable Allison transmission can use 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 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-free installation.

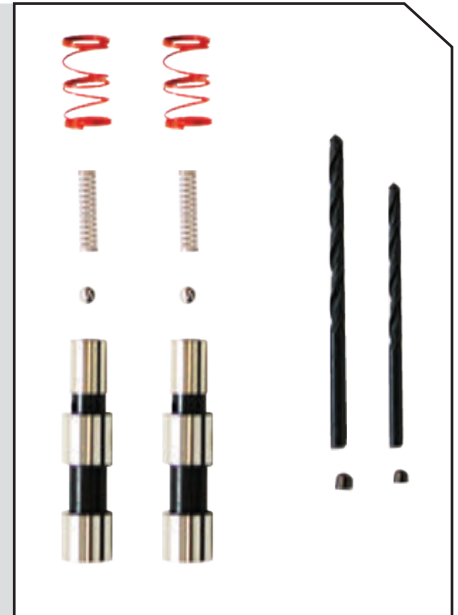
Applications:

2001-2010 GM 6.6L Duramax LB7/LLY/LBZ /LMM
Chevrolet/GMC 1000, 2000, 2400

Kit includes gaskets and springs.

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

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



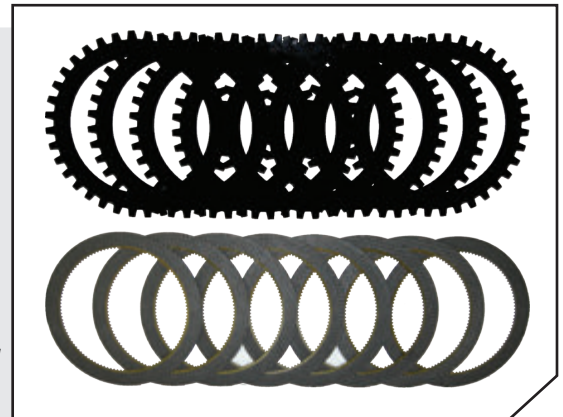
C5 Clutch Upgrade Kit - GM (128135105)

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

Applications: 2001-2010 GM 6.6L Duramax LB7/LLY/LBZ/LMM
with an Allison 1000 series Transmission



Josh Jones and his 2.5 Class Puller LB7 running a built trans, PPE Center Link, PPE Tie Rod Sleeves and other PPE performance goodies like our Pitman and Idler arm, gauges, ported rail fittings and CP3 High-Flow Feed Line.



TRANSMISSION UPGRADES

GM Allison 1000/2000/2400 series

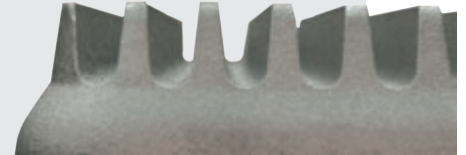


Standard Profile Aluminum Transmission Pan - GM Allison 1000/2000/2400 series

Replace the stock, stamped metal pan with one that will help keep your transmission cool and protected.

Cast from high-grade aluminum alloy and holding stock fluid 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! 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 plug. The Neodymium magnet is an insanely strong magnet that attracts and holds harmful ferrous metal particles.

New zinc-plated 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 stainless steel drain plug with reusable Viton O-Ring
- Retains use of high-quality original Allison pan gasket
- Stainless steel plugs and zinc-plated Allen head screws



Available in 3 finishes:



- Raw (128052000)



- Brushed (128052010)



- Black (128052020)

Applications:

GMC and Chevy 2001 - current GM Allison Transmissions

PPE drain plugs are billet stainless steel with a 17mm hex fitting for easy install and removal and feature a powerful Neodymium Magnet to pull ferrous metal from your oil.



Magnetic Drain Plugs:

Race Weight Black Aluminum (128051004)

Raw stainless steel (128051001)

O-Ring for Plug (128051002)

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



TRANSMISSION UPGRADES

GM Allison 1000/2000/2400 series

Heavy-Duty DEEP Aluminum Transmission Pan - GM Allison 1000/2000/2400 series

Simply stated, more is always better when it comes to transmission fluid. Higher volumes of fluid take longer to heat up allowing for more stable transmission temperatures which help to extend transmission life.

PPE's Heavy-Duty DEEP Allison Transmission Pans hold an extra 4 quarts of fluid and are cast from high-quality aluminum for strength and optimal heat dissipation. Tall 1-inch internal and 3/4 inch external cooling fins reduce operating temperatures up to 40 degrees.

The PPE Heavy-Duty DEEP Aluminum Transmission Pan also features a high-powered Neodymium- magnet-equipped drain plug to keep harmful ferrous metal contaminants out of the transmission internals.

PPE's exclusive built-in filter lock comes standard and keeps deep filters securely in place.

Allen-head mounting bolts and a new deep filter are included.

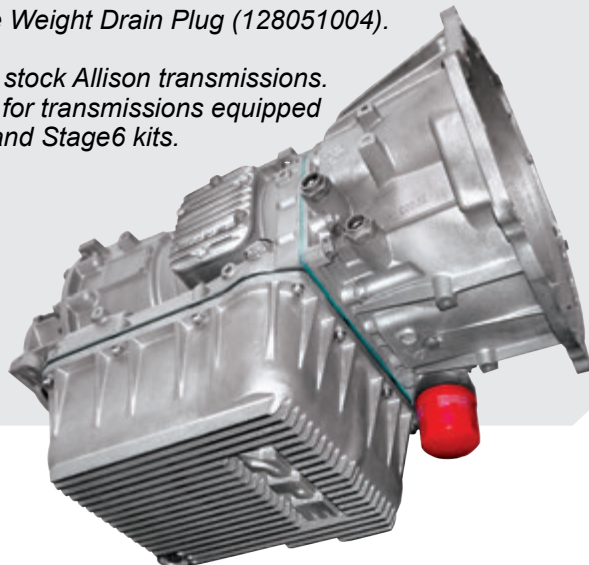
Features:

- Internal and external cooling fins, 6.25 inches from the gasket face of the pan to the tops of the fins
- 4 quarts additional capacity
- Decreases trans temperatures up to 40 degrees
- Robust side ribs provide added strength
- Pan cast from high-strength aluminum alloy
- Large 1 inch drain port
- High-strength Neodymium magnet-equipped stainless steel drain plug
- Drilled and threaded 1/8 inch 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

Applications: 2001-2016 GM Allison Transmissions

Compatible with Race Weight Drain Plug (128051004).

Recommended for all stock Allison transmissions. Highly recommended for transmissions equipped with Stage4, Stage5 and Stage6 kits.



PPE drain plugs are billet stainless steel with a 17mm hex fitting for easy install and removal and feature a powerful Neodymium Magnet to pull ferrous metal from your oil.



Available in 3 finishes:



- Raw (128051000)



- Brushed (128051010)



- Black (128051020)

TRANSMISSION UPGRADES

Ford 5R110 Series

NEW



Heavy-Duty DEEP Aluminum Transmission Pan - Ford 5R110

The new PPE Heavy-Duty DEEP Transmission Pan for the Ford 5R110 has greater oil capacity which results in lower operating temperatures and can help extend transmission life. Cast from high-strength aluminum for optimal heat dissipation, this new PPE pan features internal baffles and external fins which transfer heat to keep your transmission running cool, keeping your operating temperatures in the right range.

Also included is a PPE Drain Plug machined from stainless steel, featuring a 17mm hex fitting for easy installation and removal. The PPE Drain Plug is fitted with a high-powered Neodymium magnet which extracts harmful ferrous metals out of your oil before they can do damage, and is easy to wipe clean during oil changes.

New PPE Ford DEEP Transmission Pans are available in your choice of three finishes to fit the look of your build perfectly.

Allen-head mounting bolts are included.

Features:

- 6 quarts additional capacity
- Robust side ribs provide additional strength
- Billet stainless steel, 17mm hex, Neodymium-equipped drain plug
- 1/8 inch and 1/4 inch NPT temperature access ports

Applications:

2003-2007 Ford 5R110 transmission

Race Weight Drain Plug (128051004) compatible.



Deep internal baffles prevent "sloshing" and help transfer heat

PPE drain plugs are billet stainless steel with a 17mm hex fitting for easy install and removal and feature a powerful Neodymium Magnet to pull ferrous metal from your oil.



Available in 3 finishes:



- Raw (328051000)



- Brushed (328051010)



- Black (328051020)

Heavy-Duty DEEP Aluminum Transmission Pan - Dodge

Simply stated, more is always better when it comes to transmission fluid. Higher volumes of fluid take longer to heat up allowing for more stable transmission temperatures which help to extend transmission life.

PPE's Heavy-Duty DEEP Transmission Pans hold an extra 4 quarts of fluid and are cast from high-strength aluminum for optimal heat dissipation. Tall 1-inch internal and 3/4 inch external cooling fins reduce operating temperatures up to 40 degrees.

The PPE Heavy-Duty DEEP Aluminum Transmission Pan also features a high-powered Neodymium- magnet-equipped drain plug to keep harmful ferrous metal contaminants out of the transmission internals.

PPE exclusive built-in filter lock comes standard and keeps deep filters securely in place. Allen-head mounting bolts and a new deep filter are included.

Features:

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



Applications:

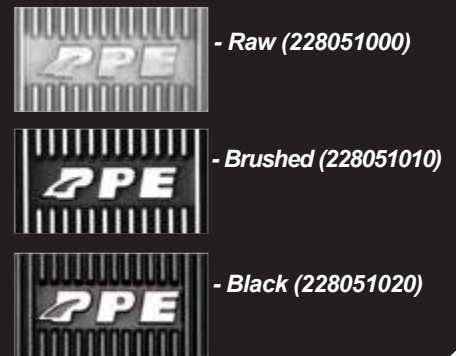
1966 to 1989-36RH, 37RH
 1989 to 1995-46RH, 47RH
 1996 to 2001-46RE, 47RE
 2002 to 2007-48RE
 All 727 transmission bodies



PPE drain plugs are billet stainless steel with a 17mm hex fitting for easy install and removal and feature a powerful Neodymium Magnet to pull ferrous metal from your oil.

Race Weight Drain Plug (128051004) compatible.

Available in 3 finishes:



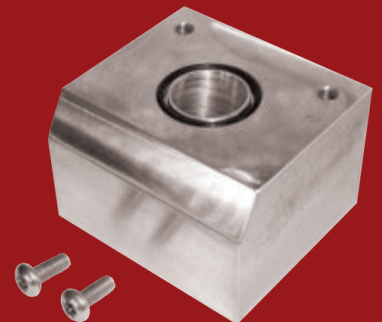
Viton O-Ring Sealed Filter Spacer Block - Dodge (228051001)

AVAILABLE SEPARATELY

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.



TRANSMISSION UPGRADES

Ram 1500 Series

NEW



Heavy-Duty Aluminum Transmission Pan - Ram 1500 (ZF 8HP70)

PPE's Heavy-Duty Transmission Pans hold extra fluid and are cast from high-strength aluminum for optimal heat dissipation.

This pan features internal heat sinks and external cooling fins. These cooling fins, combined with the aluminum construction, promote reduced transmission oil temperatures. Cooler oil lubricates better which helps increase transmission service life and reduce service costs.

PPE has engineered an exclusive removable and replaceable oil filter. **That means unlike the factory part, there's no need to discard the filter pan assembly every time you service your truck's transmission.** This eliminates the high cost of regularly replacing the factory filter. Now simply remove, replace filter and reinstall.

The PPE Heavy-Duty Aluminum Transmission Pan also features a high-powered Neodymium- magnet-equipped drain plug to keep harmful ferrous metal contaminants out of the transmission internals.

Features:

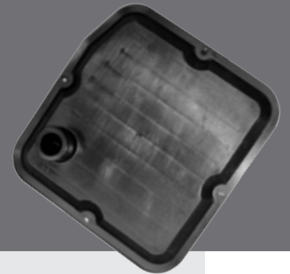
- Cast-aluminum construction
- Increased heat dissipation
- Reduced oil temperatures
- Increased fluid capacity
- Stainless steel drain plug
- Includes replaceable filter



Better than factory!

Why dispose of your filter and pan assembly?

PPE has designed a removable, replaceable filter for regular service.



Available in 3 finishes:



- Raw (228053000)



- Brushed (228053010)



- Black (228053020)

Applications: 2013-2016 Ram 1500
ZF 8HP70 Transmission
V6, V8 and Eco Diesel



PPE drain plugs are billet stainless steel with a 17mm hex fitting for easy install and removal and feature a powerful Neodymium Magnet to pull ferrous metal from your oil.



TRANSMISSION UPGRADES

Ram 68RFE

Heavy-Duty 68RFE Transmission Pan - Ram

PPE's new transmission pan for the Ram 68RFE transmission is made in the USA and constructed from high-quality cast aluminum.

This pan features internal heat sinks and external cooling fins. These cooling fins, combined with the aluminum construction, promote reduced transmission oil temperatures. Cooler oil lubricates better which helps increase transmission service life.

This new pan comes with a Neodymium-equipped, 1-inch stainless steel drain plug to remove harmful ferrous metals from the oil. Kit includes two NPT plugs and access ports for temperature probes. The factory filter is retained, making future transmission service a cinch.

In testing, we used a 2013 2500 Cummins-powered Ram towing a 13,000 lb travel trailer. We took the pair on a 900 mile loop through city traffic, steep hill climbs as well as wide-open, flat highway runs. Transmission temperatures never went over 200 degrees. After cresting the top of hills, transmission temperatures also dropped much quicker than they did with the factory-installed stamped steel pan.

Unloaded temperatures were consistently 10 degrees (or lower) below those measured with a factory pan.

Features:

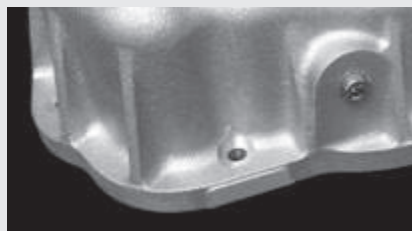
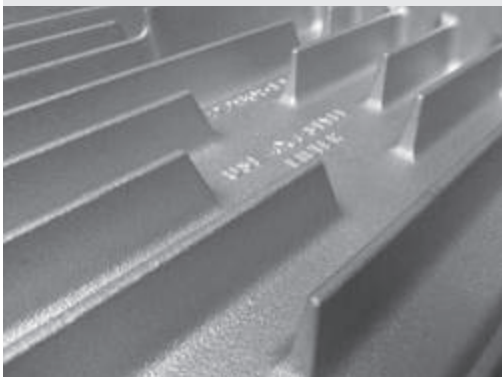
- 3 quarts additional capacity
- Available in Raw, Black, or Brushed finishes
- 1/8 and 1/4 inch NPT temperature probe access ports
- 1 inch stainless steel drain plug equipped with an extremely powerful Neodymium magnet designed to extract harmful ferrous metal particles.
- Robust side ribs provide additional case strength
- Deep baffles prevent "sloshing" and help transfer heat.

Applications:

2007.5-current Ram 2500/3500 Trucks with the 6.7L Cummins Diesel



PPE drain plugs are billet stainless steel with a 17mm hex fitting for easy install and removal and feature a powerful Neodymium Magnet to pull ferrous metal from your oil.



Available in 3 finishes:



- Raw (228052000)



- Brushed (228052010)



- Black (228052020)

TRANSMISSION UPGRADES

Highly recommended for Stage4, Stage5 and Stage6 performance transmissions.

Performance Transmission Coolers - GM 6.6L Duramax

2001 - 2003 (124060000), 2003 - 2005 (124060300), 2006 - 2010 (124062000)

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 direct 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
- Factory-fit

Applications:

- 2001-2005 Allison-equipped GM HD vehicles
- 2006-2010 Allison-equipped GM HD vehicles (124062000)

Note: 2001 - 2005 Verify your clip colors before ordering

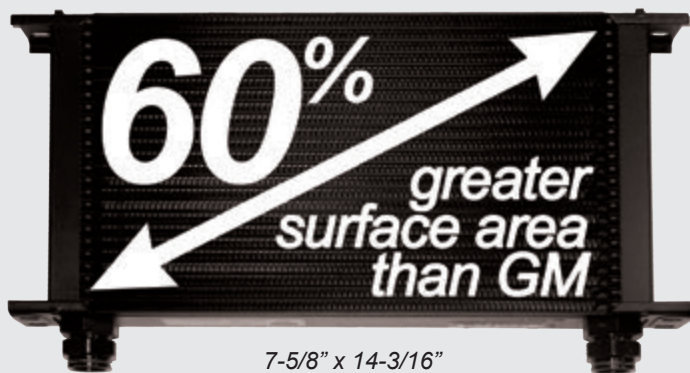
(124060000)
2001-2003 Cooler
- connectors with
Orange Clips



(124060300)
2003-2005 Cooler
- connectors with
Purple Clips



2001-2005 Performance Transmission Cooler



Simple, bolt-on installation



2006-2010 Performance Transmission Cooler



GM



PPE



Simple, bolt-on installation



Transfer Case Pump Upgrade (Pump Rub Kit) - GM (129001000) Cure the dreaded "Pump Rub" with PPE's Transfer Case Pump Upgrade kit.

Pump rub occurs when the five positioning tabs holding the pump in place wear over time. This causes 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 supporting the pump and distributing the load better.

All necessary gaskets are included.

Applications:

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 NP136W

1999-2007: Escalade NP246, NP149

2002-2007: Avalanche 1500, 2500, NP246, NP261, NP263, NP263HD



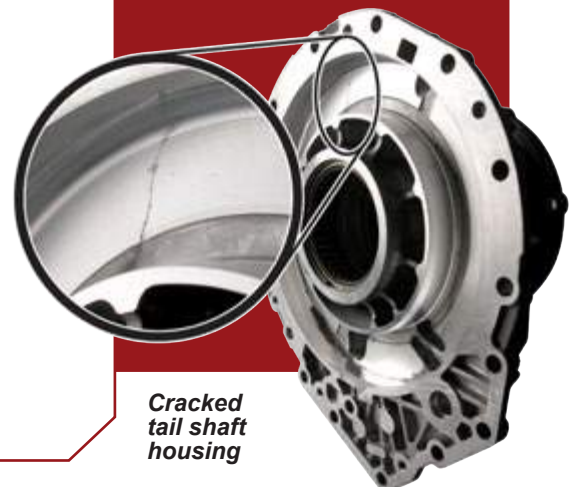
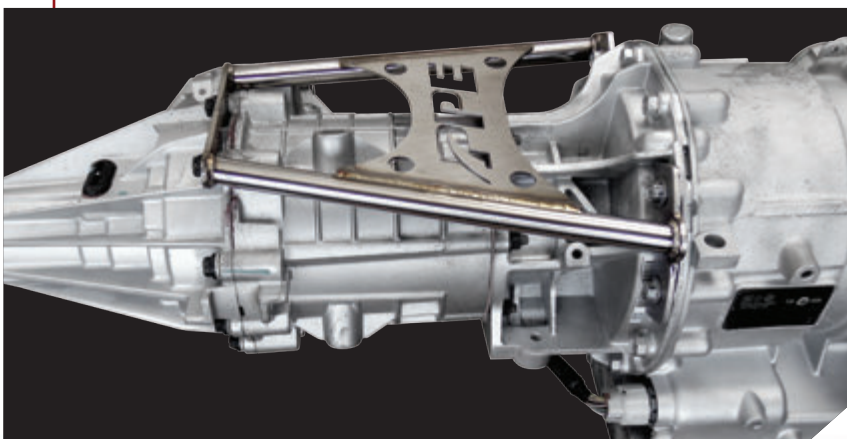
Transfer Case Brace - GM Allison (4X4) Transmissions (129020107) '01-'07 - (129020710) '07.5-'10 - (129021115) '11-'15

Cracked transmission tail shaft housings (located between the transfer case and the transmission) are a common problem for GM Allison-equipped 4x4 pick-ups in off-road and drag racing applications. Even a nominal amount of driveline vibration can cause the housing to fail, resulting in a transmission fluid leak or worse; internal transmission and transfer case damage. Once the housing cracks, repairing it requires removal of the transmission and transfer case.

PPE's new Transmission Transfer Case Brace helps support the overhanging, heavy transfer case by spreading the load up and across the adaptor housing to the center section of the transmission.

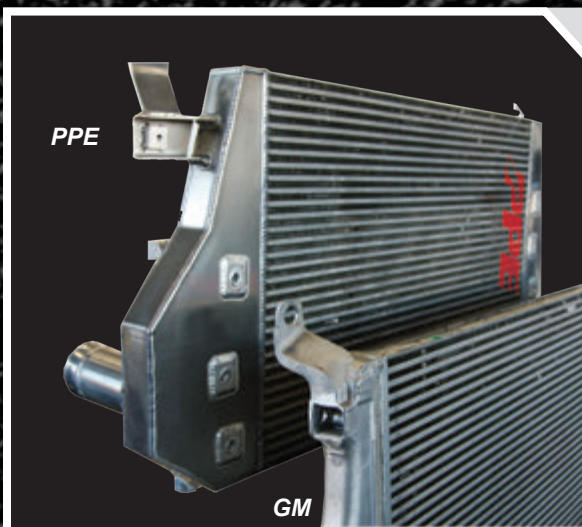
PPE's Transmission Transfer Case Brace utilizes two 304 stainless-steel 7/8 inch support tubes tied together with a thick 304 stainless-steel plate for increased strength and service life.

Mounting the brace is a quick and easy job that can be done without removal of the transmission or transfer case. No special tools required.



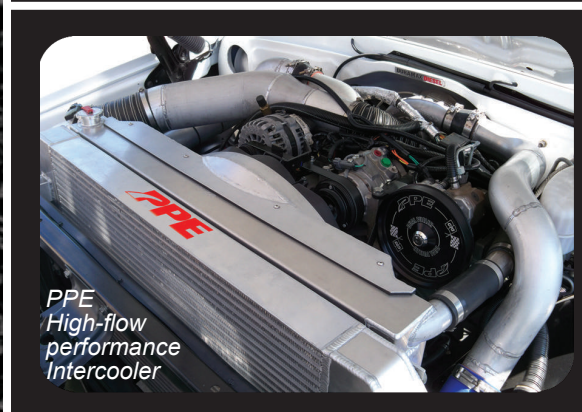
Cracked tail shaft housing

INTERCOOLER



PPE

GM



PPE
High-flow
performance
Intercooler

High-Flow Performance Intercooler - GM

Testing has 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. All of which equals more horsepower and fuel economy for your truck, and it still fits into the stock mounting holes! Optional studded end tanks are available for high-boost applications of 55 to 100 +PSI.

Features:

- Mounts to stock mounting holes
- All-aluminum construction
- Increases efficiency, reduces pressure-drop across intercooler
- Increases fuel economy
- Reduces EGTs

Applications*:

2001 - 2005 Intercooler LB7 / LLY	(115040000)
Studded	(115040100)
2006 - 2010 Intercooler LLY / LBZ / LMM	(115041000)
Studded	(115041100)

For increased boost applications please use the reinforced "studded" pin options, 115040100 (LB7/LLY) and 115041100 (LLY/LBZ/LMM).

NEW



Performance Water-To-Air Intercooler

PPE's Water-To-Air Intercooler offers significantly lower pressure-drop over traditional intercoolers. Increased air flow is achieved with a large internal core for increased heat transfer and reduced restriction. Designed for use with high-CFM turbos, superchargers and belt-driven turbochargers. Featuring 304 stainless steel construction, welded 1/2 inch NPT inlet/outlet and a compact design, PPE's Water-To-Air Intercooler saves space in your build and increases output efficiency.

Features:

- Compact design
- 1/2 inch NPT water inlet/outlet
- 304 stainless steel construction
- Available in 3 inch and 3.5 inch air inlet/outlet

Applications: Sled pulling, drag racing and marine

* Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.

NEW

Performance Silicone Upper and Lower Coolant Hose Kits

Factory coolant hose "T" fittings are molded hose or made out of plastic and are prone to cracking at junctions, causing coolant loss. Replace your worn or leaky factory coolant hose system with PPE's Performance Silicone Coolant Hose Kit.

Perfect for your stock or highly modified Duramax 6.6L diesel truck. Engineered for performance and durability, featuring 4-ply heat-resistant internal fibers that provide strength against high-pressures and temperatures. PPE's Silicone Coolant Hose Kits incorporate TIG welded, polished 304 stainless steel "T" fittings that eliminate any chance of failures at the "T" junctions. Durable 5 mm thick silicone is twice as thick as the factory hose to ensure long-lasting performance. The quick-connect/disconnect (LBZ, LMM, LML) end is made from billet aluminum and 304 stainless steel. T-Bolt clamps and worm-drive fasteners ensure a tight fit that performs better than factory.

The PPE Performance Silicone Coolant Hose Kit is a direct, bolt-on upgrade that requires no cutting or modifications. Perfect factory fit with better-than-factory performance.

Features:

- Durable, 5 mm thick silicone
- TIG welded, polished 304 stainless steel "T" couplings
- Quick-connect/disconnect billet aluminum end
- 4-ply heat-resistant internal fibers
- Direct bolt-on upgrade

Applications: (Kit includes both upper and lower hoses)

2001-2005 GM 6.6L Duramax
2006-2010 GM 6.6L Duramax
2011-2016 GM 6.6L Duramax



Each kit is made with durable 5 mm thick silicone with embedded 4-ply heat-resistant fibers



TIG welded, polished 304 stainless steel "T" couplings

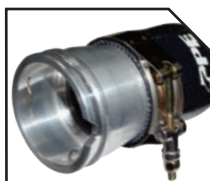


2001-05 LB7 LLY (Black) (119020100)



2001-2010 Series available in your choice of six colors

2006-10 LBZ LMM	(Black)	(119020200)
2006-2010 LBZ / LMM	(Red)	(119021200)
2006-2010 LBZ / LMM	(Blue)	(119022200)
2006-2010 LBZ / LMM	(Green)	(119023200)
2006-2010 LBZ / LMM	(Yellow)	(119024200)
2006-2010 LBZ / LMM	(Orange)	(119025200)



Quick-connect/disconnect billet aluminum end



2011-16 LML (Black) (119020300)

Quick-connect/disconnect billet aluminum end



COOLANT SYSTEM

NEW

Performance Silicone EGR Coolant Hoses - GM

Designed for factory fit, these durable 5mm performance silicone hoses are a perfect upgrade when your worn hoses need replacing.

Features:

- 1-ply heat-resistant internal fibers
- Durable, 5 mm thick silicone



Coolant Hose, EGR to cab

Applications:

2001-2004 (119021004)



Coolant Hose, EGR to cab

Applications:

2001-2010 (119020010)



Coolant Hose, EGR to cab

Applications:

2007.5-2010 (119021010)



Coolant Hose, EGR to cab

Applications:

2011-2016 (119021011)



Coolant Hose, Engine to cab

Applications:

2011-2016 (119020011)

NEW

PPE High Capacity, Cast Aluminum Oil Pan - GM 6.6L Duramax

The stock Duramax engine oil pan leaves a lot to be desired. In addition to being steel (poor at heat dissipation), there is a valley in the pan which prevents your old oil from being completely drained during an oil change. This leaves behind almost a quart of the dirtiest oil.

PPE has solutions to these problems. These new pans are made in the USA from high-quality cast aluminum for strength and optimum heat dissipation. PPE's pan is engineered with a flat bottom, allowing you to drain all of your engine oil, so no dirty oil is left in the pan. PPE's new pan holds an extra quart of oil so you will see reduced oil temperature, higher oil pressure, and better lubrication to your engine's vital components.

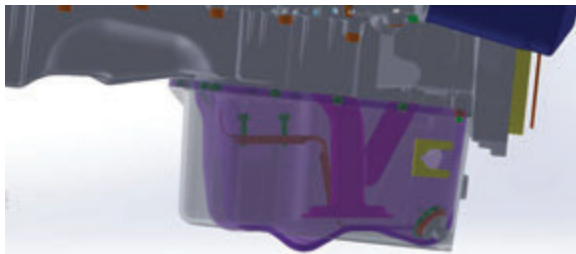
Another feature of our Duramax engine oil pan is the unshrouded oil pickup. The engine will have no restriction near the oil pickup, resulting in higher oil pressure. Higher oil pressure equals better lubrication.

The oil pan kit includes a hardened billet stainless steel PPE drain plug which contains a powerful Neodymium magnet that attracts and holds ferrous metals, keeping them from damaging your engine's vital internal components.

Features:

- One quart additional oil capacity
- Cast from high-grade aluminum alloy for optimal heat dissipation
- High-power Neodymium magnet equipped, hardened billet stainless steel drain plug
- Flat bottom allows for complete oil drainage
- Cast aluminum construction reduces engine noise.
- Fixes complete oil drainage problem associated with GM pan

Applications: 2001-2010, 2011 (+) GM 6.6L Duramax



Notice the difference in volume, the distance between the oil pick up and pan bottom and the flat bottom of the PPE Pan. Each improvement contributes to higher oil pressure and better lubrication.



Factory low oil sensor port, Neodymium magnet drain plug and pre-tapped for 1/8" NPT oil temperature sensor probe

Available in Raw and Black finishes:



- Raw '01-'10 (114052000)

- Raw '11 (+) (114052100)



- Black (114052020)

- Black '11 (+) (114052120)

Engine Oil Pan Drain Plug - Stainless Steel/Magnetic

PPE's new Billet Oil Drain Plug also comes equipped with a Neodymium magnet to pull any harmful ferrous metal contaminants from the oil, and helps extend the life of your engine. Make sure to have a PPE Billet Oil Drain Plug in hand for your next oil change. Comes equipped with a new copper gasket. Thread size: M14 x 20 - 1.5

Applications:

GM 6.6L Duramax (114052001), Cummins 5.9L and 6.7L (214052001)
Power Stroke 7.3L, 6.0L, 6.4L (314052001) Power Stroke 6.7L (314052011)



OIL SYSTEM UPGRADES

NEW

PPE Heavy-duty Replacement Oil Cooler - FORD 6.0L

Get peace of mind and upgrade your problematic factory oil cooler with an updated and improved PPE Oil Cooler. This new updated PPE Oil Cooler is designed with larger and stronger internal passageways for improved oil and coolant flow. This updated version also adds an additional row of oil passageways for greater heat dissipation. The end result is cooler oil supply to vital engine components allowing for less wear on injectors, turbo parts and an overall better working oil system.

Features:

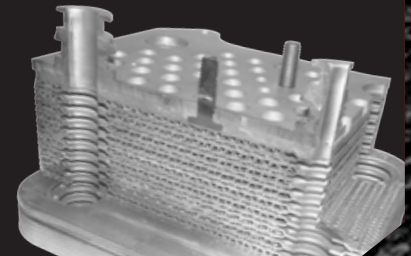
- Promotes more effective engine oil cooling
- Reduces oil temperature feeding the EGR
- Supplies cooler oil to your injectors and high-pressure oil pump
- Viton O-ring and gasket kit included

Applications: Ford Powerstroke 2003-2007 6.0L

Viton O-Ring and gasket kit included



Update adds an additional row of oil passageways



Oil Centrifuge Filtration Kit - GM 6.6L Duramax, Topkick/Kodiak

Clean oil increases performance and reduces engine wear. The PPE Oil Centrifuge Filtration Kit cleans oil by generating a centrifugal force 2,000 times greater than gravity. 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. Dirty oil spins outwards to a removable outer bowl which can then be easily scraped clean. The centrifuge will filter particles down to a 1/10th of a micron, compared to the OEM 25-40 micron filter.

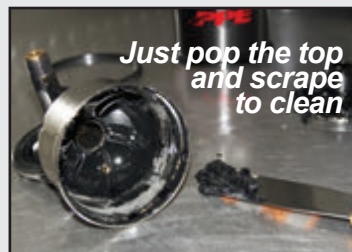
Dirt and impurities cause oil to lose its ability to properly lubricate. By using the Centrifuge you can extend the intervals between each oil change from 3,000 up to 10,000 miles. It is extremely crucial to keep the oil as clean as possible from even the smallest dirt particles that circulate through the engine and wear away internal components.

Features:

- 1-hour installation time
- No filters to buy or replace
- Secondary filtration used in conjunction with factory filter

Available for:

2001-2005 LB7/LLY GM 6.6L Duramax (114010000)
 2006-2010 LBZ/LMM GM 6.6L Duramax (114010200)
 Topkick/Kodiak (114010400)



Just pop the top and scrape to clean



What sludge buildup looks like in your engine.

Crankcase Breather Filter Kit - GM 6.6L Duramax

Engine runaway can be caused by oil vapor that travels through the crankcase breathers and into the intake system. Uncontrolled fueling of the engine is extremely dangerous. Upgrading the crankcase breathers and adding a PPE Filter Kit helps solve this runaway problem and stops normal oil vapor from contaminating the turbo, intercooler, and intake system. Other benefits of properly venting the crankcase are reduced internal engine pressures which will decrease the chance of seal damage and oil misting. Meets NHRA racing safety requirements.

OPTIONAL: Check Valve available separately (114025010).

Applications *:

2004.5-2007 GM (114025000),
2007.5-2010 GM (114027500)

PPE billet aluminum Crankcase Breather Repair Fittings replace stock composite plastic fittings



PPE: machined billet aluminum



Stock: made from composite plastic



Air mixed with oil goes into the filter.

Oil is filtered out from the air.

Clean air leaves.



Internal Oil Cooler Delete Kit - GM 6.6L Duramax (114001000)

Designed for high performance Duramax engines the PPE Internal Oil Cooler Delete Kit is 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.

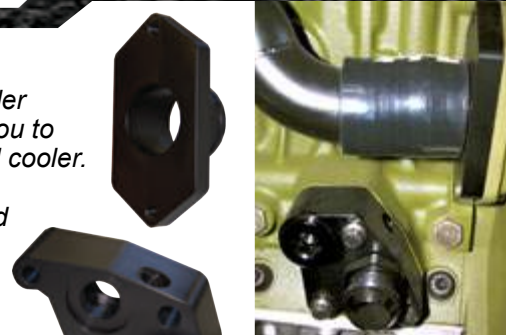
The easy bolt-on adapter uses existing factory oil-cooler mounting bolts and includes an engine water bypass adapter. The PPE Internal Oil Cooler Delete Kit is excellent for marine or high-performance hot rod installations where space is limited.

Features:

- 1/8 inch NPT oil temp. sender port (measures oil temp. entering block)
- Compact design adds additional clearance for tight engine frames
- #12 ORB port, -16AN (1 inch) oil inlet/outlets

Recommended to use with -16AN (1 inch) hose for maximum flow.

Applications: 2001-2015 GM 6.6L Duramax engines



Stock oil cooler is removed to run larger, less restrictive external oil cooler

NEW

Coolant Tube for Delete Kit - GM 6.6L Duramax (114001050)

Specifically designed for use in conjunction with the PPE Internal Oil Cooler Delete Kit. This custom fabricated kit uses 304 stainless steel, two PPE T-Bolt Clamps and PPE Silicone to secure a perfect fit. Great for marine applications.

Not compatible with factory oil filter housing.

Features:

- 304 stainless steel tube
- 6mm, 5-ply silicone
- Custom fit and finish

Applications: 2001-2010 GM 6.6L Duramax engines



* Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.

OIL SYSTEM UPGRADES

NEW



PPE Billet Aluminum Engine Oil Filler Cap

Now you can dress up your truck's engine bay and virtually eliminate oil cap blow-off. This new billet milled aluminum features an easy grip to assist you when installing and removing between tight engine spaces. It's also been designed with a secure cam-lock fit to match your OEM or aftermarket filler neck and ensure it stays in place. Compatible with OEM O-ring.

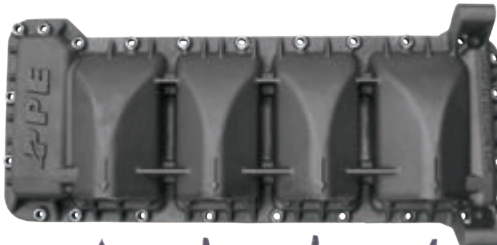
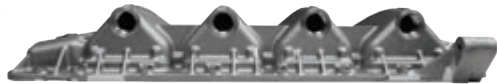
Applications: GM 6.6L Duramax (114003000)



Viton O-Ring

Long lasting Viton material O-Ring is sized to fit your PPE Billet Aluminum Oil Filler Cap perfectly. Compatible with OEM oil cap.

Applications: GM 6.6L Duramax (114003005)



PPE



Dry Sump Pan - GM 6.6L Duramax (114051000)

In a dry sump, engine oil is stored in a tank outside the engine rather than in the oil pan. There are at least two oil pumps in a dry sump - one pulls oil from the sump and sends it to the tank, and the other pump takes oil from the tank and sends it to lubricate the engine. The minimum amount of oil possible remains in the engine.

Dry sumps have advantages over wet sumps. Because a dry sump does not need to have an oil pan big enough to hold the oil under the engine, the main mass of the engine can be placed lower in the vehicle. This helps lower the center of gravity and can also help aerodynamics.

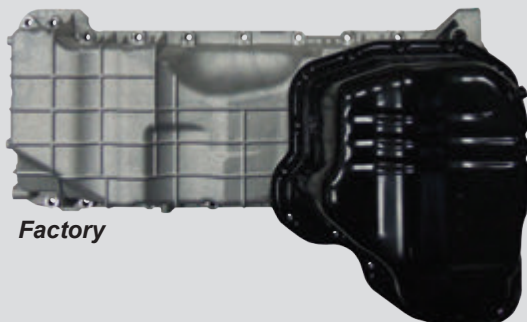
The oil capacity of a dry sump can be as big as you want. The tank holding the oil can be placed anywhere on the vehicle. In a wet sump, turning, braking and acceleration can cause the oil to pool on one side of the engine. This sloshing can dip the crankshaft into the oil as it turns or uncover the pump's pick-up tube. Excess oil on the crankshaft can cut horsepower. Dyno improvements of as much as 15 horsepower by switching to a dry sump oil system.

Features:

- Passenger side suction ports (-12)
- Includes 304 stainless steel Oil Windage Scrapers
- Cast aluminum
- Added rigidity to engine block
- Low Profile: 4 inches

Applications: 2001-2013 GM 6.6 Duramax

Note: Requires use of PPE Oil Cooler Delete Kit (114001000)

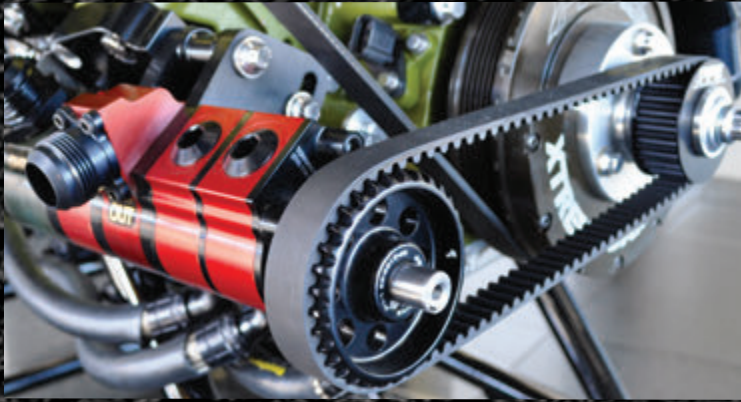


Factory



Oil Windage Scrapers





PPE DRY SUMP PAN ACCESSORIES

5 Stage Steel Gear Oil Pump (114051100)

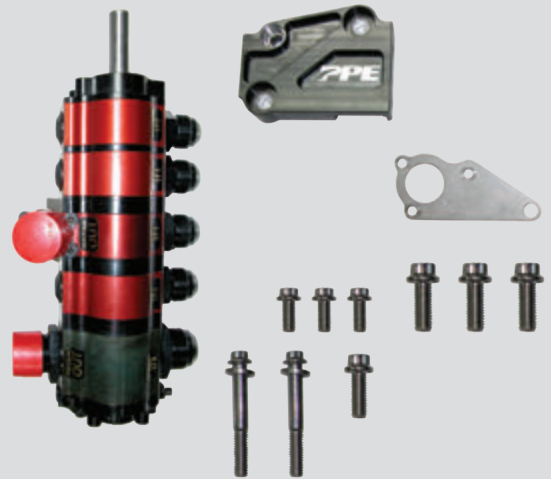
This five-stage pump is equipped with steel gears for increased reliability, adjustable pressure and will flow the perfect amount of oil for any Duramax engine.

We've utilized AN fittings for all ports which have been proven strong, reliable, and easy-to-use. The anodized finish will keep the pump looking great for years to come.

Comes complete with mounting brackets and hardware.

Features:

- Four -12AN scavenging ports to draw oil from the pan
- One -16AN port to tank/reservoir
- One -16AN port to tank/reservoir
- One -16AN pressure port to the engine.

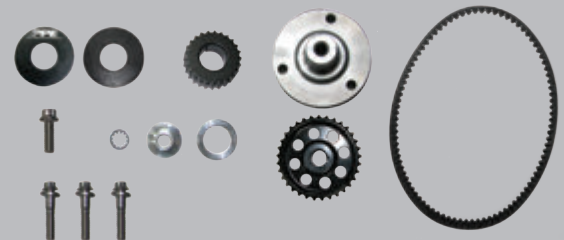


Pump Drive Kit (114051200)

This kit includes everything needed to pull rotational drive power from the crank to power the 5 Stage Steel Gear Oil Pump via high end, stainless steel and billet aluminum parts.

Features:

- 2 billet anodized aluminum pulleys
- Aluminum damper drive adapter assembly
- Stainless steel hardware
- Heavy-duty belt.



Oil Line Kit (114051300)

When using the 5 Stage Steel Gear Oil Pump, supply from the pan to the pump is achieved using this hose kit.

Quality -12AN fittings and stainless braided hose lines are durable and made to withstand high-pressures and harsh conditions.



SUSPENSION AND STEERING

NEW



Replaceable dual bearings

Extreme-Duty Forged Pitman Arm - GM (158050000) **(Use with PPE Race Straight or drilled stock Center Link)**

The PPE Extreme-Duty Pitman Arm features a new forged design to take the abuse of racing, larger wheels or tires and increased horsepower. Our Pitman Arm is equipped with replaceable dual bearings and larger 7/8 inch bolt assembly for increased strength and durability. Intended to work with PPE's Extreme-Duty Idler Arm and PPE 7/8" Drilled Center Link or 7/8" drilled stock center link.

Features:

- Forged steel provides increased strength
- Replaceable dual bearings
- 7/8 inch bolt assembly
- Compatible with OEM center link with proper modifications

Applications: 2001-2010 2WD or 4WD Chevy/GMC 2500/3500 HD trucks

NEW

Replaceable dual bearings



Extreme-Duty Forged Idler Arm - GM (158040000) **(Use with PPE Race Straight or drilled stock Center Link)**

Give your steering system a strong base that vastly improves on the factory design. Perfect for those who have added larger wheels, more horsepower or use their vehicle for racing, sled-pulling, or off-roading. This forged steel part is equipped with a big 7/8 inch bolt assembly and replaceable dual bearings. Intended to work with PPE's Extreme-Duty Pitman Arm and PPE 7/8" Drilled Center Link or 7/8" drilled stock center link.

Features:

- Forged steel provides increased strength
- Replaceable dual bearings
- 7/8 inch bolt assembly
- Compatible with OEM center link with proper modifications

Applications: 2001-2010 2WD or 4WD Chevy/GMC 2500/3500 HD trucks

Pitman / Idler Arm Support Kit - GM (158020000)

Retain your stock center link, pitman arm and idler arm and still get piece of mind that you have a solid steering system with PPE's Pitman/Idler Arm Support Kit.

GM's 2500 and 3500 HD 4WD 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 and some aftermarket Pitman and Idler Arms
- Increased Pitman/Idler life
- Improves steering response
- Comes complete with all parts for installation

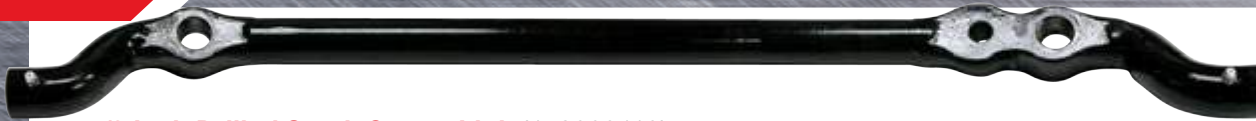
Applications: 2001-2010 2WD or 4WD Chevy and GMC 2500HD, 3500HD trucks

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

Note: Replacement Silver Nut is available separately (158020010)

SUSPENSION AND STEERING

NEW



7/8 Inch Drilled Stock Center Link (158000110)

We offer a stock center link that comes pre-drilled to 7/8". A major part of upgrading your factory steering system is replacing your weak stock pitman and idler arm with our Race Pitman and Idler Arm. With the larger 7/8" bolt that is used with our Race Pitman and Idler Arm, the stock center link must be drilled to accept the bolt.

Applications: 2001- 2010 GM 2500/3500 Trucks - **Core return required.**

NEW



7/8 Inch Drilled Center Link With Bushing (158000111)

When upgrading to our Race Pitman and Idler Arm, the stock center link must be drilled to accept the 7/8" bolt that is used with our Race Idler and Pitman Arms. We offer a pre-drilled stock center link that retains the bushing to maintain the feel of factory steering.

Applications: 2011(+) GM 2500/3500 Trucks - **Core return required.**

NEW



7/8 Inch Drilled Center Link Without Bushing (158000112)

For 2011+ GM/Chevy 2500/3500HD trucks, we offer a center link that is pre-drilled to 7/8" to accept our Race Pitman and Idler Arms. This center link is for applications that do not have the factory bushing.

Applications: 2011(+) GM 2500/3500 Trucks - **Core return required.**



Standard Straight Center Link - GM - Raw (158010000), Polished (158010200) Recommended for race only

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. This kit comes with a Pitman arm puller, making removing the stock center link easy.

Features:

- 1.5 inch solid stainless steel
- Can be used with factory Pitman/Idler Arms

Applications: 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.

Pitman Arm Puller included (158010100)



Note: Factory Center Link, drilled out to accept Race Pitman/Idler Arms also available. 2001-2010 or 2011 +

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

The ultimate in and rigidity

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 toe-out problems that occur when racing or pulling. It adds rigidity and control from the steering wheel to the tires.

Features: Big 7/8 inch bolt size for added strength

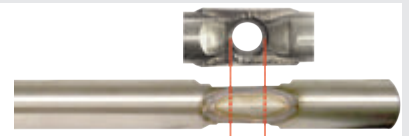
Applications: 2001-2010 GM full-size trucks, SUVs, and H2 Hummers

PPE Extreme-Duty Forged Idler Arm

Stock Idler Arm



Drilled 7/8 inch and welded to add strength



SUSPENSION AND STEERING

Tie Rod Sleeves - GM/NAPA

The simple fix for adding strength to your factory tie rods. Simply install over the outer tie rod end by threading on these sleeves. Can be installed in minutes in your driveway.

Features:

- 304 stainless steel
- Replaces OEM lock nut
- Tie Rod Sleeves fit OEM and NAPA Tie Rods

Applications: 1999-2010 GM full size truck, SUV and H1 Hummer



Polished (158030200)



Brushed (158030000)

Factory tie rod assemblies bend and break. They are simply too small and weak to get the job done, especially in high-stress situations. While they are generally strong enough for stock performance, street driven pick-ups, with the added stress that come from larger tires, racing, and off-road use, they won't hold up for long.

The fix for these weak tie rod assemblies comes in three stages. All three are bolt-on parts and require no extra modifications to factory components. A two or four wheel alignment is recommended, post install.

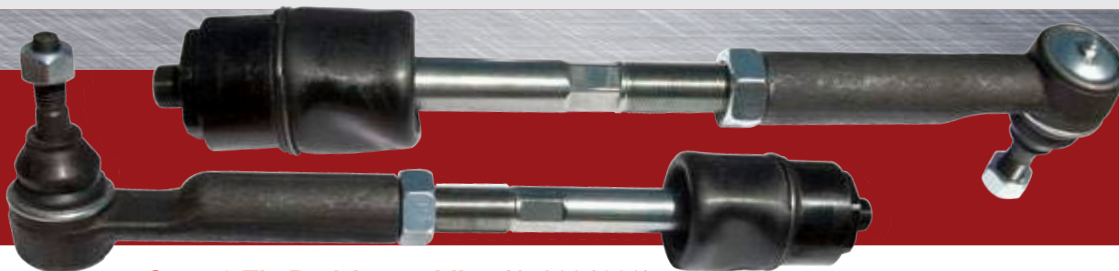


Stage1 Tie Rods -

New OEM Tie Rod Assemblies with PPE Tie Rod Sleeves (158030500)

Perfect for the budget-minded with already worn out ball joints; this kit includes a set of brand new GM tie rods equipped with a set of PPE Tie Rod Sleeves. PPE's Tie Rod Sleeves are made from solid, precision-machined 304 stainless steel that encase the majority of the threaded area between the steering rack and the tie rod. This area is where the factory tie rod is at its weakest. But with the PPE sleeve installed, the strength is dramatically improved.

Applications: 2001-2010 GM 2500/3500HD Trucks



Stage2 Tie Rod Assemblies (158031000)

Larger and stronger in every way, PPE Stage2 Tie Rod Assemblies are the perfect upgrade to worn out factory components, for those who beat on their vehicle regularly, or just want peace of mind in knowing they have incredibly strong steering components.

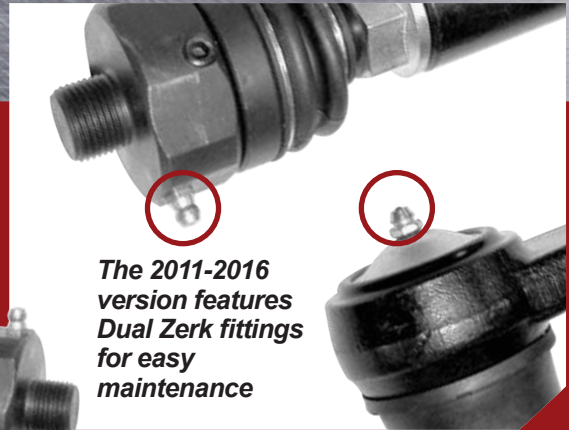
When compared to factory components:

- | | |
|--------------------------------|-----------------------------|
| 48% larger toe adjusting shaft | 14% larger outer ball joint |
| 40% larger tie rod body | 28% larger inner ball joint |

Applications: 2001-2010 GM 2500/3500HD Trucks

SUSPENSION AND STEERING

NEW



The 2011-2016 version features Dual Zerk fittings for easy maintenance

Stage3 Tie Rod Assemblies - NOW AVAILABLE FOR LML

The best we've got!

These tie rods are overkill for some, but when it comes to steering components, failure is not an option.

These tie rod assemblies are the best of the best. Featuring 1.5 inch wide forged tie rod, massive 2 1/3 inch ball joints and a much larger and stronger, adjustable inner ball joint. Outer tie rod end contains a spring-loaded gusher bearing that maintains constant pressure.

When compared to factory components:

- | | |
|--------------------------------|---|
| 30% larger toe adjusting shaft | 53% larger tie rod body |
| 35% larger outer ball joint | 28% larger, adjustable inner ball joint |

Applications: 2001-2010 GM 2500/3500HD Trucks (158031500) 2011-2016+ GM 2500/3500HD Trucks (158031511)

NEW

Inner and Outer Boot Replacement Kit for PPE Stage3 Tie Rods (158031522)

If your PPE Stage3 tie rods are still functional, this four piece is an inexpensive way to promote longer product life. Replace damaged tie rod dust boots without buying a new tie rod.

Constructed of high-quality rubber for long-lasting service. The kit includes tight fitting compression rings and fasteners ensure the inner and outer ends have an extended life.

Applications: 2001-2010 GM 2500/3500HD Trucks
2011+ GM 2500/3500HD Trucks



Ryan Beaulieu's 2005 Duramax is equipped with PPE Race Manifolds and Up Pipes, PPE Ported Fuel Rails, Dual Fuelers, triple PPE Gauges, Stage5 Trans, PPE Diff Cover and PPE Deep Trans Pan.



FRONT DIFFERENTIAL COVERS

Dodge/Ram 2500/3500



Front Differential Cover - Dodge/Ram 2500

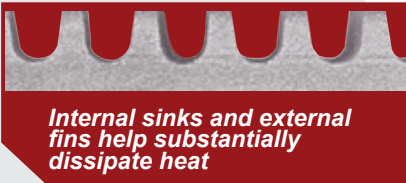
Our Dodge/Ram Diff cover is equipped with internal heat sinks and external cooling fins, increasing the pan's surface area helping dissipate heat. This makes for a much cooler and denser oil to lubricate with. Cool, dense fluid lubricates better, which will extend differential service life. The internal heat sinks are 7/8 of an inch tall while the external fins measure nearly 1/2 an inch.

To keep the fluid clean, PPE installed its exclusive high-powered Neodymium magnet equipped fill plug will pull harmful ferrous metal particles right out of the oil before they have a chance to attack the bearings and gears.

This cover also features a pre-tapped 1/8 inch NPT port for a temperature probe, capped off with a stainless steel plug.

Features:

- Cast from high-grade aluminum alloy
- 1/2 inch external cooling fins
- 7/8 inch internal heat sinks
- 1/8 inch stainless steel temperature probe plug
- Adds additional strength to gear housing
- Stainless steel Neodymium-magnet-equipped fill plug



Internal sinks and external fins help substantially dissipate heat

Applications: Dodge/Ram 2003-2014 4X4 2500 Pickups
2003-2012 4X4 3500 Pickups

Available in three finishes:



Raw (238041000)



Brushed (238041010)

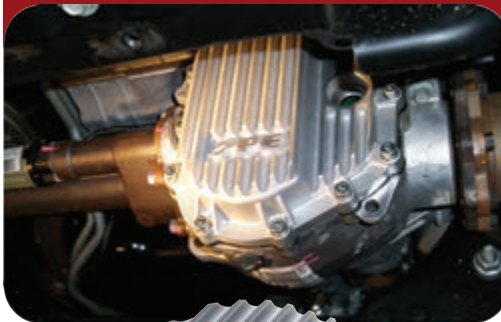


Black (238041020)



All PPE Covers include billet stainless steel fill plugs with a 17mm hex fitting for easy install and removal and feature a powerful Neodymium Magnet to pull ferrous metal from your oil.

GM 9.25 IFS - 2500HD/3500HD



Front Aluminum Differential Cover - GM

Help keep your 2011+ GM's front differential running cool and clean with an upgraded differential cover from PPE. With the largest set of cast cooling fins in the industry, found both inside as well as outside the pan, PPE's differential covers offer fluid cooling capabilities not often matched. This pan also holds an extra three-quarter quart of fluid, offering a bit of added stamina on those long hauls.

To keep the fluid clean, PPE installed its exclusive high-powered Neodymium magnet equipped fill plug will pull harmful ferrous metal particles right out of the oil before they have a chance to attack the bearings.

Features:

- Stainless steel Neodymium-magnet-equipped fill plug
- 1/8 inch stainless temperature probe plug
- Retains use of original high-quality gasket
- Adds additional strength to gear housing
- Cast from high-grade aluminum alloy
- 1/4 inch external cooling fins
- Zinc-plated fasteners
- 5/8 inch internal fins
- 3/4 quart additional fluid capacity

Applications: 2011+ GM 9.25 IFS
2500HD/3500HD

Race Weight Drain Plug (128051004) compatible

Available in 3 finishes:



- Raw (138041000)



- Brushed (138041010)



- Black (138041020)



REAR DIFFERENTIAL COVERS

NEW

Heavy-Duty Aluminum Rear Differential Cover Dodge/Ram 9.25" 12-Bolt

Help keep your rear differential running cool and clean with an upgraded differential cover from PPE. Made in the USA from high-quality cast aluminum for strength and optimum heat dissipation, PPE's differential covers offer industry-leading fluid cooling.

This heavy-duty cover also holds additional fluid, offering increased thermal stamina for those long hauls. It's equipped with internal heat sinks and external cooling fins which increase the pan's surface area helping dissipate heat substantially. This keeps your differential oil running cooler, which means the oil will keep its viscosity. Cool, dense fluid lubricates better, which helps extend differential service life.

To help keep fluid cleaner, PPE includes our exclusive fill plug featuring a high-powered Neodymium magnet that will pull harmful ferrous metal particles right out of your oil before they have a chance to do damage.

Features:

- Cast from high-grade aluminum alloy
- Internal and external heat sinks and fins for cooling
- Available in Raw, Brushed and Black finishes

Includes:

- 1 inch stainless steel Neodymium Magnetic sight level fill plug with Viton O-Ring Seal
- Allen head fasteners

Applications: Dodge/Ram trucks (V6 gas, V8 gas) and EcoDiesel

NOTE: RTV silicone needed for installation (not included).

Available in 3 finishes:



- Raw (238050000)



- Brushed (238050010)



- Black (238050020)



Dodge/Ram 9.25" 12-Bolt



PPE fill plugs are billet stainless steel with a 17mm hex fitting for easy install and removal and feature a powerful Neodymium Magnet to pull ferrous metal from your oil.



REAR DIFFERENTIAL COVERS

GM 2500/3500 - Dodge 2500/3500



**MADE
IN THE
USA**



PPE fill plugs are billet stainless steel with a 17mm hex fitting for easy install and removal and feature a powerful Neodymium Magnet to pull ferrous metal from your oil.

Heavy-Duty Aluminum Rear Differential Cover - GM, Dodge

Help keep your rear differential running cool and clean with an upgraded differential cover from PPE. Made in the USA from high-quality cast aluminum for strength and optimum heat dissipation. Combined with the largest set of cast cooling fins in the industry, found both inside as well as outside the pan, PPE's differential covers offer industry-leading fluid cooling.



This pan also holds additional fluid, offering thermal stamina for those long hauls.

To help keep fluid cleaner, PPE includes our exclusive fill plug featuring a high-powered Neodymium magnet that will pull harmful ferrous metal particles right out of your oil before they have a chance to do damage.

Comes with stainless steel fasteners and a CMP - 4000 high-performance gasket to make installation a quick and painless job.

Features:

- Neodymium magnet equipped fill and drain plugs
- Internal and external cooling fins
- Stainless steel Allen head fasteners
- Raw finish provides optimum heat transfer.

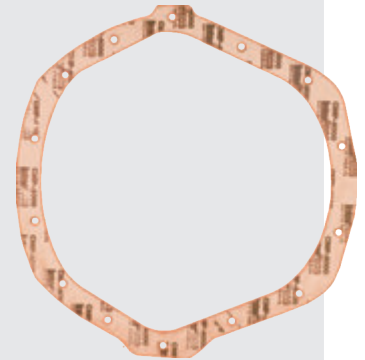
Includes:

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

Applications:

2001 (and newer) GM 2500/3500 trucks with 14 bolt - 11.5" rear axle

2003-2013 Dodge 2500/3500 trucks with 14 bolt - 11.5" rear axle



Race Weight Drain Plug
(128051004) compatible.

Available in 3 finishes:



- Raw (138051000)



- Brushed (138051010)



- Black (138051020)



REAR DIFFERENTIAL COVERS

Ford F250/F350, Excursion

Heavy-Duty DEEP Aluminum Rear Differential Cover - Ford

Help keep your Ford rear differential running cool and clean with an upgraded differential cover from PPE.

Made with cast aluminum for strength and optimum heat dissipation with internal heat-sink baffles and 3/4 inch external fins (the tallest on the market) helps your fluid keep cool.



PPE's exclusive high powered Neodymium-magnet-equipped fill plug will pull harmful ferrous metal particles right out of the oil before they have a chance to attack the bearings.

The PPE Heavy-Duty Rear Aluminum Differential Cover comes with stainless steel fasteners.

Features:

- Neodymium magnet equipped fill and drain plugs
- Internal and external cooling fins
- Stainless steel Allen head fasteners
- Raw finish provides optimum heat transfer.

Includes:

- Zinc-plated Allen head mounting bolts
- 3/8 inch, O-ring sealed drain plug
- 1 inch stainless steel Magnetic sight level/fill plug with Viton O-Ring Seal

Applications:

1986 to current (non dually)
Ford Excursion, F250/F350, (10.25" and 10.5")

Race-weight Drain Plug (128051004) compatible.



PPE fill plugs are billet stainless steel with a 17mm hex fitting for easy install and removal and feature a powerful Neodymium Magnet to pull ferrous metal from your oil.



Available in 3 finishes:



- Raw (338051000)



- Brushed (338051010)



- Black (338051020)

COMPETITION BLOCK



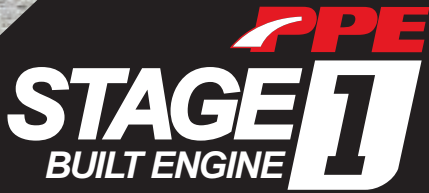
Engine Short-Block and Long-Block Custom Builds

PPE has taken our advanced engineering knowledge and created Duramax diesel engine builds that are tailor-fit to your specific needs. Now you choose how "built" your engine will be.

Short-block options begin with original GM parts in Stage 1 and are able to hold more horsepower and torque as the stages increase. If you want a long block engine, you have a choice in cylinder heads, which provide an increase in horsepower and torque as the stage increases. Create the engine of your dreams. There is sure to be the right combination of build for anyone: from street to strip, heavy-hauling to sled pulling.

Choose which stage short block and which stage cylinder head is best for you. There are many build option combinations, and we are happy to work with you in determining your exact needs. Just give us a call.

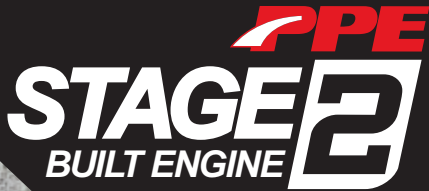
Choose your short block.



STAGE 1 - Short-Block Custom Build

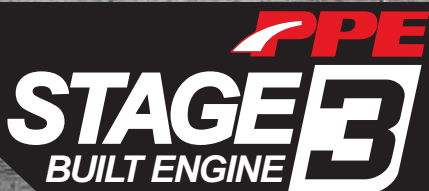
Each engine is built with LBZ/LMM Rods with PPE Cast Pistons. Each engine block and crank are magged before the build. The block is decked, honed and the mains are machined for straightness. The entire rotating assembly is balanced and blueprinted. All our engines come with heavy-duty crank, rod and thrust bearings. Available with compression ratios ranging from 15:1 - 16.5:1 (PPE Xtreme Damper and ARP main studs are available options)

Custom builds available. Contact us to discuss your project needs.



STAGE 2 - Short-Block Custom Build

This level adds Carrillo Rods, ARP main studs and PPE Xtreme Damper to the build sheet listed on Stage 1.



STAGE 3 - Short-Block Custom Build

This level adds forged pistons to the build sheet listed on Stage 1 and Stage 2.



Choose your performance heads.

STAGE 0 Performance Heads*

Features a stock rebuild with refurbished using original GM parts. Heads are pressure tested, and a valve job is done.

STAGE 1 Performance Heads*

These heads have a 5 angle valve job, are 5 axis CNC ported including radiusing the intake ports, and include titanium retainers, new spring cup bases, beehive valve springs with higher spring pressure, and new valve stem seals. These flow 35 CFM more than stock heads on the intake and exhaust ports.

STAGE 2 Performance Heads*

Includes everything in Stage 1 and also has larger exhaust and intake valves, bronze valve guides, larger valve seats, and larger spring cup bases to accommodate the larger valves. These flow 75 CFM more than stock heads on the intake and exhaust ports.



Complete your engine. Choose your options.



- PPE Dry Sump Kit
- Performance Camshafts (Tow, Performance, Race)
(Performance and Race camshafts require pistons with valve reliefs)
- Pistons with Valve Reliefs
- PPE Oil Cooler Delete Kit
- Rocker Arm Studs
- Billet Injector Hold Downs

You dream. We build.

We can work with you to design and build your engine to a finished level - or any level in between. This can include the turbo and fuel system installed, or even a complete turnkey engine with every performance accessory needed to get you down the track faster.



* Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.

COMPETITION / RACE / MARINE

0 TO 60 psi



Turbo Boost Pressure Gauge (516010000)

Keeping an eye on your engines boost not only allows you to perfectly tune fuel and boost levels for optimum performance, but it's also extremely important in maintaining engine longevity.

PPE's boost gauge was specifically designed for stock and performance diesel engines. It measures turbo boost pressure from 0 to 60 psi. Featuring easy to read white lettering on a black face which highlights the red needle. Equipped with dimmable white LED illumination for nighttime visibility. PPE's Gauges can help extend the life of your drivetrain.

Features:

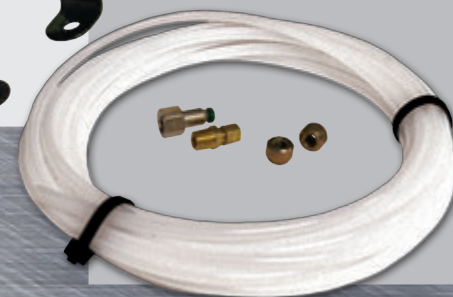
- White lettering on black face with red needle
- Black bezel
- Dimmable white LED illumination
- Full-sweep design measures from 0 to 60 psi

Applications:

Any boosted vehicle



Includes Turbo Boost Pressure Gauge Tubing Kit (516010100)



0 TO 30,000 psi



Fuel Rail Pressure Gauge

Low fuel rail pressure readings can be a sign of fuel delivery trouble. Using 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. To ease installation, PPE also offers a 9 foot Fuel Rail Pressure Gauge harness (513010100) that is recommended but 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

Applications:

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

Fuel Rail Pressure Harness (513010100)

Recommended to simplify installation.



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, reliability and longevity of your vehicle.

PPE's Pyrometer Gauge quickly shows just how hot your truck really is, allowing you to utilize all those upgrades while keeping your engine safe and out of the danger zone. This information also aids in programming fuel delivery so you can get the most power out of your diesel without damaging it in the process.

The easy to read white numbers on the black background highlight the OEM style red pointer. The full-sweep design measures temperatures from 0 to 2,000 degrees Fahrenheit. When used correctly, PPE's Gauges will help extend the life of your drivetrain.

Features:

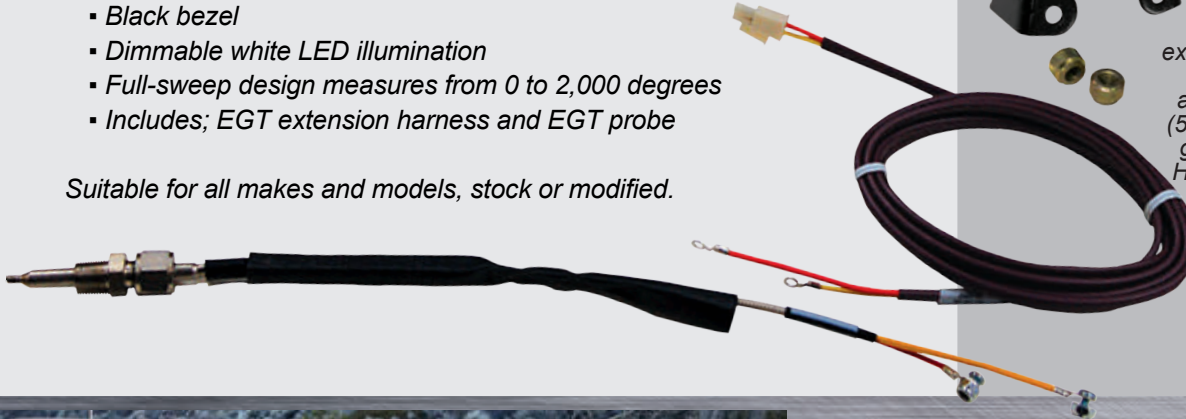
- White numbers on black face with OEM style red needle
- Black bezel
- Dimmable white LED illumination
- Full-sweep design measures from 0 to 2,000 degrees
- Includes; EGT extension harness and EGT probe

Suitable for all makes and models, stock or modified.

0 TO 2,000 degrees

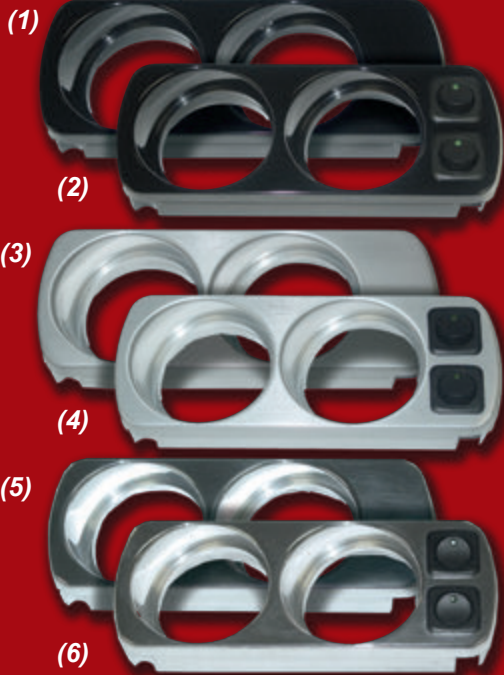


Includes EGT extension harness (517010100) and EGT probe (517010200) with gauge bracket. Harness is 7.5 ft. in length.



Watch a complete install video of all three gauges on a triple gauge pillar, please visit our YouTube channel:

PPEtheCompany



Overhead Gauge Mounts - GM

This is for truck owners with 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:

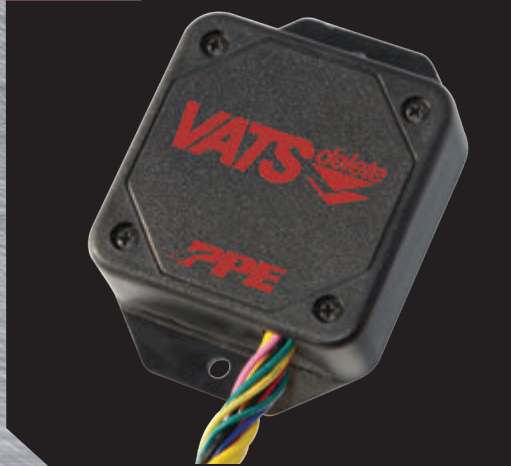
- Provides a stylish yet functional view of your important gauges
- Holds two 2 1/16 inch Gauges
- Choice of 3 colors
- With or without auxiliary switches

Available in:

- | | |
|------------------------------|-------------|
| 1) Black without switches | (148002000) |
| 2) Black with switches | (148002100) |
| 3) Polished without switches | (148001000) |
| 4) Polished with switches | (148001100) |
| 5) Brushed without switches | (148003000) |
| 6) Brushed with switches | (148003100) |

Applications: GM 2001-2007 Classic with full-size overhead console with no sunroof

NEW



VATS (Vehicle Anti-Theft System) Delete Module

For 2011-2016 engine transplant applications, PPE's new VATS Delete Module deletes the GM security "Engine No Start" condition. No need for Body Control Module related security keys or complicated wiring - just four wires: ignition, ground, GMLAN+ and GMLAN.

For 2011-2014 engines: Install VATS Delete Module and turn the ignition on, wait about 10 minutes for it to learn, then start the engine.

For 2015-2016 engines, we will program the module at our facility and pre-learn to customer's vin#, then ship ready to install and start engine.

Features:

- Simple four wire hookup (ignition, ground, GMLAN+, GMLAN-)
- Small package can be bundled directly with the ECM harness
- Plug-and-play auto learning feature for MY11-MY14 LML (ECM VIN required at order time for MY15+)

Applications: 2011-2016 GM 6.6L Duramax

NEW

Billet Aluminum Pulley Wheel for PPE Dual Fueler

PPE introduces a new design makeover for our Dual Fueler Kits. Now available as a bold and stylish upgrade to the PPE Dual Fueler Kit already installed on your rig, or included as standard equipment in all PPE Dual Fueler Kits.

Made from machined billet aluminum and then anodized for strength and style. The new PPE Dual Fueler Pulley Wheel features a more robust design with machined spokes to dress up your engine bay.



Stand-Alone Wiring Harness Modification and Hot+2 E. T. Race Xcelerator - GM

These days, 6.6L Duramax diesel engines are being installed into many types of vehicles besides big pickups. Classic trucks, boats, full-tilt offroad racing vehicles and more are being fitted with diesels. One of the problems with those installations is the computer/engine electrical aspect. 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 *:

- Engine only '01-'10 (112011000)
- Engine and Trans '01-'10 (112010000)
- Engine only and Hot+2 E. T. Race '01-'07 (112011200)
- Engine and Trans and Hot+2 E. T. Race '01-'07 (112010200)
- Engine only and Hot+2 E. T. Race '07.5-'10 (112011300)
- Engine and Trans and Hot+2 E. T. Race '07.5-'10 (112010300)



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

2007.5-2010 DURAMAX HOT+2 E.T. RACE XCELERATOR

POWER LEVEL	HP INCREASE	TORQUE INCREASE
6	425	620
5	300	480
4	225	335
3	160	240
2	90	160
1	40	97

* Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.

Connecting Rods - GM (118030800)

For nearly 50 years, the name Carrillo has been synonymous with high-performance connecting rods and winning races. That's why PPE offers them for our customers looking to build a true high-performance 650+ RWHP diesel engine.

Forged rods are much stronger than the factory units. That means they can take more horsepower and torque load while still reducing the overall weight of the reciprocating mass. It translates into the engine producing RPM's quicker. Note that balancing the rotating assembly is required but clearance-modifications to the block are NOT required.



Head Stud Kit - GM, Dodge, Ford

An ARP cylinder head stud kit is precision centerless-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 highly recommended for boost levels of 45 psi and higher.

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, for protection from corrosion
- 36 studs, flat washers and nuts included
- Studs are built specifically for high-performance applications

Applications:

2001-2010 GM LB7/LLY/LBZ/LMM
ARP 2000 material (118020000)
ARP 625 material (118020100)
2003-2007 Dodge 5.9L (218002000)
2007.5-2010 Dodge 6.7L (218020400)
2003-2007 Ford 6.0 (318020000)
2007.5-2010 Ford 6.4 (318020400)



Main Stud Kit - GM 2001-2005 (118030000), 2006-2009 (118031000)

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 is the case with the main bolts. Thankfully ARP produces cylinder Main 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 centerless ground for accuracy. Each kit comes with hardened parallel washers, and nuts for uniform load distribution and accurate torque readings.

Features:

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

Applications:

2001-2010 GM 6.6L Duramax LB7/LLY/LBZ/LMM



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 torsional crankshaft vibrations at any RPM.

Crankshaft installation increases dampening efficiency. Innovative 16.1 lb, three-piece design - (hub, outer ring and counterweights). It features laser-etched timing degree marks for easy reading and visibility.

Features:

- Press-fits onto the snout of the crankshaft
- NHRA and IHRA approved
- NASCAR approved
- Exceeds SFI 18.1 specs

Applications: 2001-2005 GM 6.6L Duramax LB7/LLY (118010000)
2006-2010 GM 6.6L Duramax LBZ/LMM (118010200)
2011-2015 GM 6.6L Duramax LML (118010400)



Piston Assemblies - GM

Mahle is one of the most respected names in piston manufacturing. This is why we at PPE have partnered with Mahle Motorsports to produce an open-bowl, low-compression racing piston designed for high-boost applications.

With a compression ratio available from 14.5 to 16.5 (stock can be 17.5:1), it means you can fully pack the cylinders with fuel and boosted 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 comes in Standard, .020 inch and .040 inch-over versions. Other options include custom compression ratios and can be had with or without valve reliefs for large cams.

Kit includes rings, pistons, pin clips and wrist pins.

Applications:

2001-2015 GM 6.6L Duramax

Many more applications are available.
Call to speak with a PPE representative
for complete details.





Analog V8 Tachometer Driver - GM (112030000)

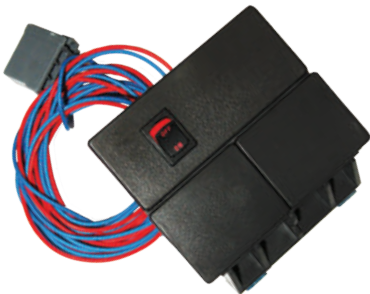
We doubt you have had to equip your Duramax with an old dash, but many of you are equipping an old classic truck, 60's era muscle car or even a ski boat, with a Duramax engine. In either case, you have probably discovered that you now need to make your new Duramax electronics package compatible with 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.

Features:

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

Applications: 2001-2007 GM 6.6L Duramax LB7/LLY/LBZ



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

Applications:

2001-2002	GM 6.6L Duramax LB7 (111001800)
2003-2004	GM 6.6L Duramax LB7 (111002000)
2004.5-2005	GM 6.6L Duramax LLY (111002200)



Polaris Turbo Kit (616010000)

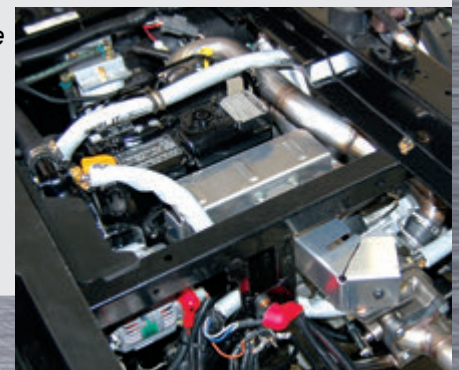
When Polaris added a diesel powered model to their line of Ranger ATVs, it quickly became evident there was a need for more power. In response, PPE engineered a complete turbocharger system for it. For those Ranger owners (including the U.S. military), who want the benefits of a diesel engine but want and need more power.

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.

Applications*:

2011-2014 Yanmar Polaris Ranger Diesels.
Tilt-Bed function becomes disabled on '12-'14.



* Note: LEGAL IN CALIFORNIA ONLY FOR RACING VEHICLES THAT MAY NEVER BE USED, OR REGISTERED OR LICENSED FOR HIGHWAY OR OFF-ROAD USE.

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. High-performance tuning mods create heat build-up and 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.

This stainless steel pedestal has passages that carry cooling water throughout the pedestal. It is made to accommodate a 40 Series Garrett turbocharger. A 42 Series or 45 Series - or any other turbo with T4 mount can be made to fit. There are no modifications necessary. 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

Applications: 2001-2010 GM 6.6L Duramax



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

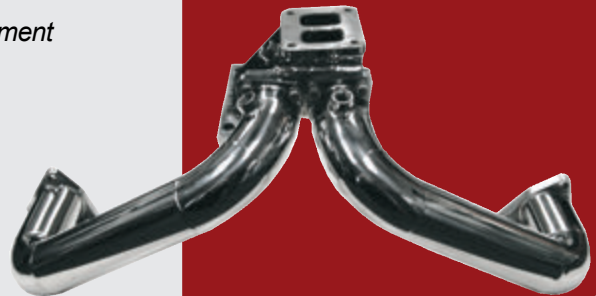
Keep excessive boat engine heat in check with these Water Cooled Stainless Turbo Up-Pipes. Perfect for engines equipped with high-performance after-market turbochargers and for those whose engines are under a cover.

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 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



Billet Aluminum Remote Filter - GM (114002000)

Certain Duramax engine installations, such as with marine applications, often require relocating the oil filter so it can be accessed for basic maintenance. 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 HP6A and HP/4 Racing Filters. It features 3/4 inch NPT oil inlets and outlets for massive -16/1 inch oil lines, threaded ports for oil pressure/oil temp gauge senders. Additional port for oil PSI/oil temp senders, and adjustable mounting bracket. Oil lines are available separately. Please call for details.





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's true, and 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
- US Coast Guard approved for marine applications

Applications: Garrett GT 4088R and GT 4094R turbochargers



GT40
Series Turbo
(116014000)

Stock
2004.5-2010
(116010000)

GT40
Series Turbo
(116014500)

Left Bank Manifold (OEM only)
(417001000)

Right Bank Manifold
(417002000)



GT40/49
Series Turbo
(116015040)

GT42/45
Series Turbo
(116015042)

GT55
Series Turbo
(116015055)

Fabric Heat Shield Blankets - GM

Fabric Heat Shield Blankets will help spool the turbo faster, lower intake air charge temps, lower under-hood temps and stop heat from melting wires or electronics.

The Turbo Sock is over 1/2" thick made from 3 layers of silica material rated at 1800 degrees continuous and short excursions to 3000. This is not your average fiberglass blanket material! Black in color.

Right Bank Manifold (PPE only)
(116016000)

Left Bank Manifold (PPE only)
(116016001)

NEW

PPE High-Performance Titanium Woven Turbo Blankets

Keep under hood temperatures down and reduce turbo lag with PPE's new High-Performance Titanium Woven Turbo Blankets. PPE's Turbo Blankets are constructed from high-temperature insulating padding and covered with a tough woven titanium outer layer. On the inside, the blankets feature a stainless steel mesh which helps the blanket keep its shape while still being able to withstand temperatures up to 2,300 degrees Fahrenheit. PPE's Blankets have built-in stainless steel anchoring hooks and free spring clips which keep the Blanket secure and allow for quick installation and removal.

Turbo heat blankets have many benefits: including keeping under hood temperatures down to protect hoses, wires, paint or anything else under the hood that may be sensitive to heat. Another benefit to cooler engine bay temperatures is keeping your charge air temperatures down by keeping heat out of the intercooler piping. This means lower EGTs, quicker turbo spool, more power, as well as improved engine efficiency. PPE's Blankets decrease turbo lag by keeping heat energy in the exhaust side of the turbo instead of letting it radiate into the engine bay.

Applications: Small T4 Turbos (GT37/GT40, S300) (116150040)
 Large T4 Turbos (GT42/GT45, S400) (116150042)
 T6 Turbos (GT47/GT50/GT55, S500) (116015055)



Marine Billet Flywheel - GM

With a diesel's easy-power-upgrading and torque-based delivery, powering your speedboat with diesel makes 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.

Applications:
 2001-2005 GM 6.6L Duramax (418020000)
 2006-2010 GM 6.6L Duramax (418020600)



Marine/Stationary Engine Mount Kit - GM (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 of adjustment; 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 inches of adjustment for engine height
- Rubber vibration isolation design
- Engine mount with a black powder-coat finish

Applications: 2001-2010 GM 6.6L Duramax





PPE PERFORMANCE APPAREL



OFFICIAL PPE RACE WEAR



PPE PERFORMANCE APPAREL

NEW - PPE Twin Turbo Tee - One of our most popular garments

With a brand new design and bright, vibrant screen printing, one of our most popular garments gets a makeover for 2016. The back features a full-color Duramax engine with shiny chrome Twin Turbos and our PPE Dual Fueler that complete the build.

Available in: Black only
Sizes: S (588044000)
M (588045000)
L (588046000)
XL (588047000)
XXL (588048000)



NEW - PPE Shop Shirt - A redesign of the classic.

There is a reason why these shirts are so popular. They are a comfortable 6 ounce, 100% cotton fabric that shows off the PPE brand Racing Equipment logo. Available in white or black.

Available in:
Black
Sizes: S (588014000), M (588015000),
L (588016000), XL (588017000),
XXL (588018000)

White
Sizes: S (588014100), M (588015100),
L (588016100), XL (588017100),
XXL (588018100)

NEW PRODUCT

NEW - PPE Long-Sleeve Screen Printed Tee

Made from 100% cotton, double-needle neck and hem with tapered neck and shoulders and rib knit cuffs, this comfortable long sleeve tee features the PPE Racing Equipment logo screen printed on the left chest.

Available in: Black only
Sizes: S (588214000)
M (589015000)
L (589016000)
XL (589017000)
XXL (589018000)



HIGHER-QUALITY EMBROIDERY

PPE - Premium-Quality Embroidery

Now you can wear the same performance garments that racing enthusiasts wear. Look good on and off the strip with custom PPE garments.

The high-standards we expect in our performance products is applied to our official PPE Racewear. High stitch-count per inch and quality polyester threads are the difference. You can actually see the quality.

A close look at the dense satin fill stitching



Marrowed edge finishes quality embroidery



Embroidered PPE Race Jacket

Premium-quality Dickies Brand, Eisenhower-style jacket featuring lined, quilted insulation, adjustable waistband tabs and a left-sleeve pencil pocket. Embroidered with bright red, dense satin-stitched PPE logos on the left chest and back.

Available in: Black only
Sizes: S (589014000)
M (589015000)
L (589016000)
XL (589017000)
XXL (589018000)



PPE PERFORMANCE APPAREL

HIGHER-QUALITY EMBROIDERY



PPE - Embroidered Zip Hoodie

Comfort, style and the convenience of a zipper-front. High-quality garment features 8-ounce, 50/50 cotton/poly pill-resistant air jet yarn with double-needle stitching, YKK metal zipper, 1x1 rib knit cuffs and waistband with spandex front pouch pockets.

Available in: Black only

Sizes: S (589044000)
 M (589045000)
 L (589046000)
 XL (589047000)
 XXL (589048000)



PPE - Embroidered Pullover Hoodie

Featuring 8-ounce, 50/50 cotton/poly pill-resistant air jet yarn, double-needle stitching, double-lined hood with dyed-to-match drawstring, 1x1 rib knit cuffs and waistband with spandex and a front pouch pocket. This one is a great companion to those cooler nights at the track.

Available in: Black only

Sizes: S (589024000)
 M (589025000)
 L (589026000)
 XL (589027000)
 XXL (589028000)



Embroidered Knit Cap

Soft and warm knit cap embroidered with the PPE Racing Equipment logo front and center.

Sizes: One size fits most
 Black (589301000)

Classic PPE Embroidered Cap

Our original classic cap features three-position embroidery with the PPE Racing Equipment logo front and center, the American flag on the left panel and the "Super P" logo above the back strap.

Sizes: One size fits most
 White (589300800),
 Black (589300700)



NEW - PPE Embroidered Flexfit Sport Tek Cap

High-performance Flexfit Cool and Dry technology combines with extra-plyable Poly Block Mesh for a comfortable cap that wicks moisture, dries quickly and circulates air for coolness. Embroidered PPE Racing Equipment logo on front panel and Innovations in diesel performance on back.

Sizes: S/M (589300925), L/XL (589300950)

NEW - PPE Embroidered Dickies Color Block Shirt

This product is a "Classic Fit" featuring a relaxed look with a fuller silhouette, shorter length and longer sleeves.

Blended permanent press poplin made of 5.24 oz, 65/35 polyester/cotton it features a lined two-piece collar with permanent stays and button closure, mitered front pockets with pencil division on left pocket. It is fade-resistant and features the Dickies logo on the left side of the pocket.

Available in:

Black / Gray

Sizes: S (588194000), M (588195000), L (588196000),
XL (588197000), XXL (588198000)

Black / Red

Sizes: S (588214000), M (588215000), L (588216000),
XL (588217000), XXL (588218000)



NEW - PPE Embroidered Polo Shirt

Our comfortable, classic PPE polo is anything but ordinary. Featuring a superior wrinkle and shrink resistant 5-ounce, 65/35 poly/cotton pique with a flat knit collar and cuffs, metal buttons and side vents, this one will quickly become a favorite of yours too.

Available in: Black only

Sizes: S (588204000)
M (588205000)
L (588206000)
XL (588207000)
XXL (588208000)



ACCESSORIES

OFFICIAL PPE RACE DECALS



PPE - Power Badge Dome Decal (588001000) 5" x 1.5"

Our Domed Decals have an auto and marine grade clear, non-yellowing, polyurethane top coating. It creates a tough, flexible and scratch resistant label that is excellent for outdoor applications. Made with marine-grade high-bond adhesive designed for most surfaces.

PPE - Power Vinyl Decal (New)

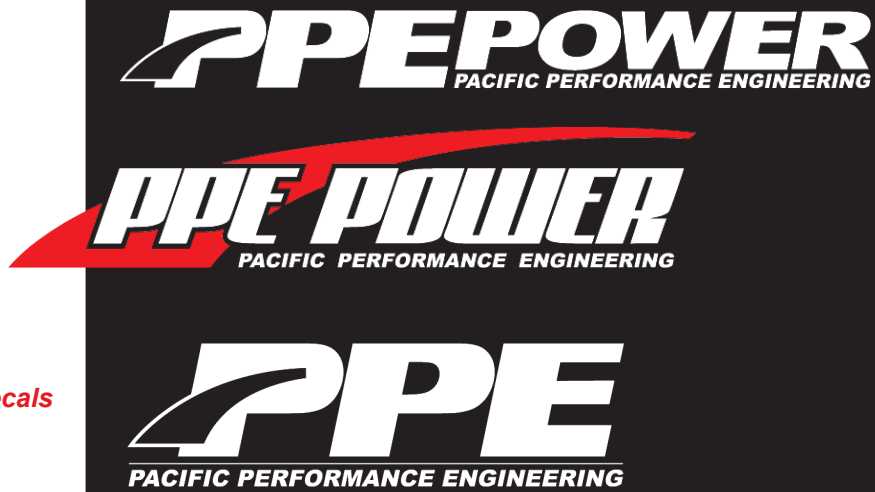
- PPE - Power Vinyl Decal (New)
- 13" x 1.3" white (588001501)
- 20" x 2" white (588001502)
- 30" x 3" white (588001503)

PPE - Power Decal (Original)

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

PPE - Medium and Large Vinyl Decals

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



Oversize Vinyl PPE Racing Decals

Make a statement with these oversize 20" x 4.5" cut vinyl decals that can be applied to just about any smooth surface.

- Black (588001700)
- Silver (588001702)
- Red (588001703)
- White (588001701)



Vinyl PPE Racing Decals

High-bond 8" x 2.5" cut vinyl decals that can be easily applied to just about any smooth surface. Includes top-mastic for ease of application.

- Black (588001200)
- Silver (588001202)
- Red (588001203)
- White (588001201)

PPE - License Plate Frame (588984900)

Black license plate frame embossed with the PPE logo. Made from UV resistant Duralast ABS plastic.

Made in the USA.



PPE - 9 Ft. Vinyl Banner (588985205)

Heavy gauge vinyl banners printed with outdoor-rated solvent inks and grommated edges.

Innovations in diesel performance.

PPEdiesel

PPE

PACIFIC PERFORMANCE ENGINEERING

PPE - 30" x 60" Terry Beach Towel (588985600)

Spread out at the beach or take it to the track to put over those hot bleachers. This soft, comfortable terrycloth beach towel from PPE is large size and durable for your recreational needs.

