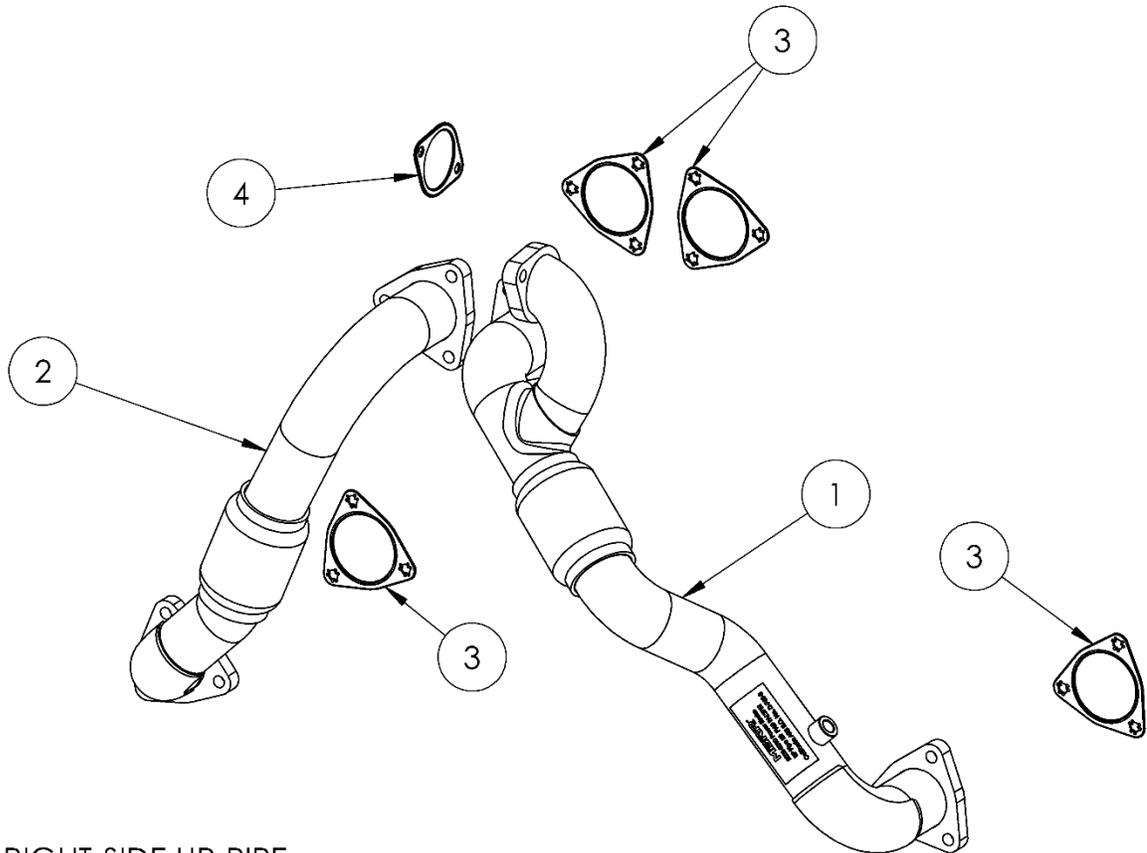


FAL2761

2008-2010 FORD SUPER DUTY,
6.4L POWERSTROKE, TURBO UP-PIPE KIT
CARB EO# D-763-3

MBRP®



1. RIGHT-SIDE UP-PIPE
2. LEFT-SIDE UP-PIPE
3. 3-BOLT GASKET
4. 2-BOLT GASKET

PLEASE READ BEFORE STARTING INSTALLATION

While MBRP has made every effort to ensure that all components of this system are of superior quality and properly packaged, it is the installer's responsibility to ensure the following before removal of the factory exhaust:

- that ALL components shown above are present.
- that ALL mating components fit together.
- that there are no damaged components.
- that the system you have purchased is appropriate for your vehicle year, model and configuration.
- that the system will not interfere with any modifications previously installed or planned.
- that you have read and understand these instructions.

If you have any questions or are uncertain about any aspect of the installation of this system to your vehicle please contact your dealer before commencing installation.

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CAUTION: Up-pipe replacement is not for the average hobbyist. Access is very limited. Ford technicians remove the truck's cab to change these pipes. It is possible to do it without removing the cab with good tools, a lot of patience and some good luck. These instructions serve only as a guide for cab-on replacement.



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

Removal of Stock Pipes

1. Apply a penetrating lubricant liberally to all exhaust fasteners and sensors.

2. Remove / relocate the down pipe. Removing the factory down pipe will require supporting the transmission and removing the transmission cross member in order to lower the rear of the transmission enough to get clearance between the floor of the cab and the side of the transmission.

Refer to Figures 1 and 2.

3. Remove the inner fenders to allow easier access to the right-side flange, EGT sensor, EGR/OC lower flange and back pressure sensor.

4. Remove the back pressure sensor from the EGR/OC pipe located on the left side. There is an additional retaining nut on the valve cover. Place the sensor out of the way.

Refer to Figure 3.

5. Remove the EGT sensor from the right-side up-pipe

Refer to Figure 4.

6. Unbolt the EGR/OC pipe from the EGR cooler.

Refer to Figures 5.

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Figure 6

7. Unbolt the EGR/OC pipe from the right-side up-pipe and upper mounting bracket.

Refer to Figure 6.



Figure 7

8. There is a single bolt bracket (shown in **Figure 7** after the pipes have been removed) near the EGR cooler end of the EGR/OC pipe that can be accessed from the bottom. Remove the bolt holding the EGR/OC pipe to the bracket. The EGR/OC pipe cannot be removed from the vehicle but will need to be repositioned numerous times to access the other pipes.

Refer to Figure 7.

9. Unbolt the right-side up-pipe from the exhaust manifold and turbocharger housing. Remove the pipe from under the vehicle with much twisting and turning.

10. Unbolt the left-side up-pipe from the exhaust manifold and turbocharger housing and remove from vehicle. Retain the EGR/OC pipe mounting bracket for reinstallation. The pipe needs to be pried off of the exhaust manifold studs since there is insufficient clearance without compressing the insulation on the firewall.

Refer to Figure 8.



Figure 8

Installation of MBRP Performance Exhaust

NOTE: Ford recommends replacing all hardware when changing the up-pipes.

1. Thoroughly clean all gasket mating surfaces.

2. Install a **3-Bolt Gasket** onto each exhaust manifold. Take care not to distort the gaskets when placing them over the studs as they have a bolt retention feature that can make them difficult to put over all three studs at once.

3. Place the **Left-Side Up-Pipe** into position over the exhaust manifold studs. This will require a little leverage just like removing the old pipe. Do not pry on the gasket surface. The **Left-Side Up-Pipe** must be installed first.

Refer to Figure 9.



Figure 9

4. Place a **3-Bolt Gasket** onto the turbocharger end of the **Left-Side Up-Pipe** by starting the bolt threads into the **3-Bolt Gasket**. Put the EGR/OC pipe mounting bracket over the flange before putting the bolts through. The bolts and the **3-Bolt Gasket** hold each other in place while you start the bolts into the turbocharger housing.

Refer to Figure 10.



Figure 10

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Figure 11

5. Install the left-side exhaust manifold nuts and tighten the **Left-Side Up-Pipe** top bolts. Snug all fasteners before finally tightening them all.

6. Place the **Right-Side Up-Pipe** into position and over the exhaust manifold studs.

7. Place a **3-Bolt Gasket** onto the turbocharger end of the **Right-Side Up-Pipe** by starting the bolt threads into the **3-Bolt Gasket**. The bolts and the **3-Bolt Gasket** hold each other in place while you start the bolts into the turbocharger housing. **Refer to Figure 11.**

8. Install the right side exhaust manifold nuts and tighten the **Right-Side Up-Pipe** top bolts. Snug all fasteners before finally tightening them all.

9. Place the **2-Bolt Gasket** onto the **Right-Side Up-Pipe** EGR/OC flange and hold in place with two bolts. Start the bolts into the EGR/OC pipe. **Refer to Figure 12.**



Figure 12

10. Re-attach the EGR/OC pipe to the EGR cooler. **Refer to Figure 13.**

11. Install two bolts into the EGR/OC pipe upper mounting bracket and one into the one bolt lower mounting bracket.

12. Tighten EGR/OC pipe flange bolts before the mounting brackets. **Refer to Figure 14.**



Figure 13

13. Reinstall the back pressure and EGT sensors.

14. Reinstall the down pipe.

15. Reinstall the inner fenders.



Figure 14

Congratulations!

You have completed the installation of your **MBRP** replacement up pipe kit. We know you will enjoy your purchase.