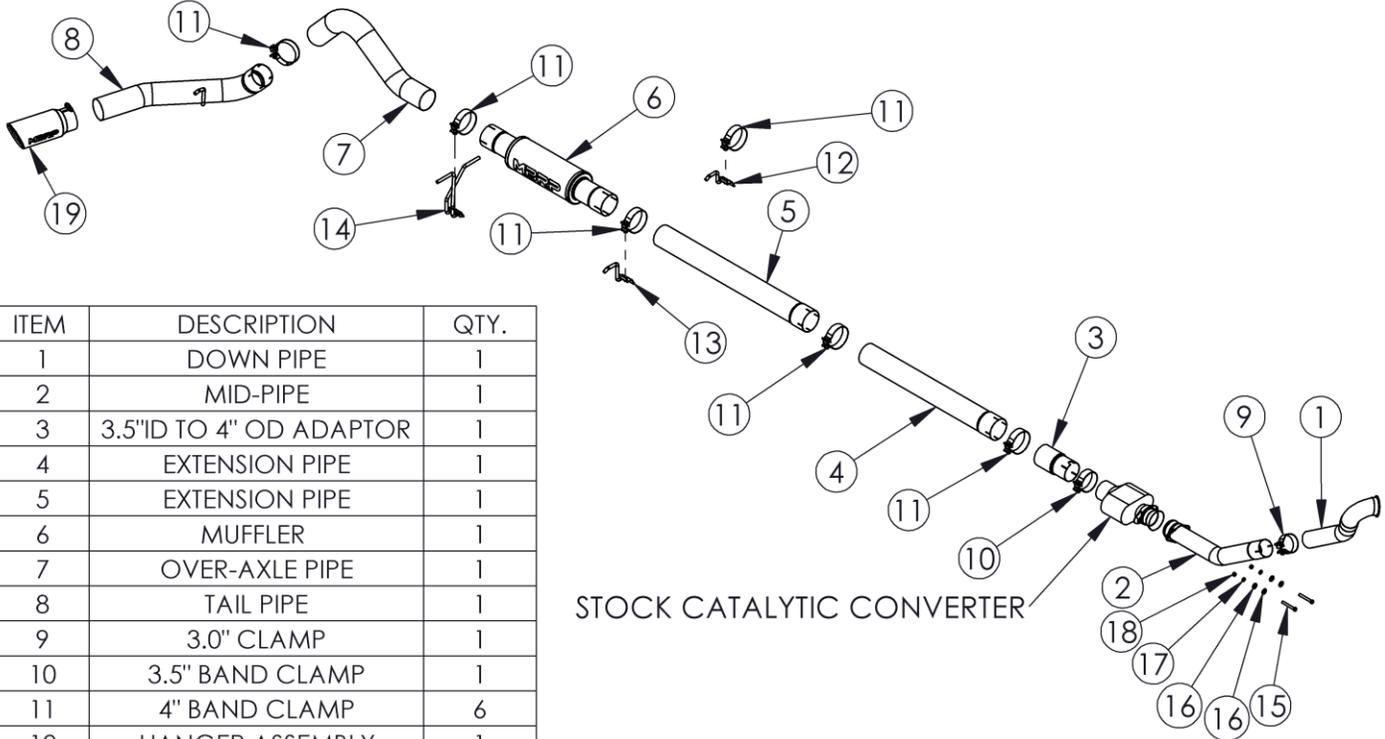


S6218

1994-1997 Ford F-250/F-350,
7.3L POWERSTROKE, AUTOMATIC ONLY,
4" SINGLE SIDE

MBRP®

NOTE: NOT FOR USE WITH MANUAL TRANSMISSION



ITEM	DESCRIPTION	QTY.
1	DOWN PIPE	1
2	MID-PIPE	1
3	3.5"ID TO 4" OD ADAPTOR	1
4	EXTENSION PIPE	1
5	EXTENSION PIPE	1
6	MUFFLER	1
7	OVER-AXLE PIPE	1
8	TAIL PIPE	1
9	3.0" CLAMP	1
10	3.5" BAND CLAMP	1
11	4" BAND CLAMP	6
12	HANGER ASSEMBLY	1
13	HANGER ASSEMBLY	1
14	DUAL HANGER ASSEMBLY	1
15	3/8" X 3" HEX BOLT	2
16	3/8" FLAT WASHER	4
17	3/8" LOCK WASHER	2
18	3/8" HEX NUT	2
19	EXHAUST TIP	1

STOCK CATALYTIC CONVERTER

*NOTE: MUFFLER MAY NOT BE EXACTLY AS SHOWN

Refer to this LOT NUMBER when contacting customer service: _____

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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Removal of stock system:



Figure 1

1. Loosen the nut on the band clamp located behind the turbocharger. **Refer to Figure 1.**
2. Remove the muffler and tail pipe from the stock rubber hangers. Separate the stock exhaust at the slip joint located behind the catalytic converter and remove the muffler and tail pipe from under the truck. (The tail pipe may need to be cut to remove the stock exhaust)
3. Remove the catalytic converter by removing the two nuts holding the inlet flange together.
4. From underneath the vehicle cut the factory down pipe as high as can be reached safely. Cut the down pipe from above again, this time as far from the turbocharger as safely possible. Remove the remaining piece of the down pipe from the turbo by removing the band clamp. Retain the band clamp for the installation of the new down pipe.

Installation of MBRP Performance Exhaust:



Figure 2

1. Install the **Down Pipe** in the same position as the stock down pipe. You will need to create room for this **Down Pipe** by bending back the pinch weld connecting the firewall to the floor in the area where the **Down Pipe** will pass through. Make sure that there is adequate clearance around the **Down Pipe** so that there will not be any interference after the **Down Pipe** is installed. Connect the flared end of the **Down Pipe** to the turbo using the stock band clamp. Do not fully tighten until all components are in place.



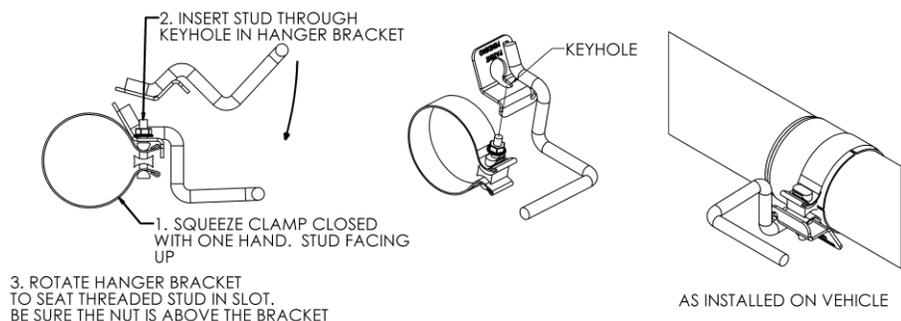
Figure 3

2. Attach the **Mid-Pipe** to the **Down Pipe** using the **3" Clamp** supplied to secure the slip joint. **Refer to Figure 2.**
3. Install the stock catalytic converter onto the **Mid-Pipe** using the supplied **3/8" Hardware**. **Refer to Figure 3.**
4. Using the supplied **3.5" Clamp** install the **3.5" ID to 4" OD Adaptor** onto the stock catalytic converter. **Refer to Figure 4.**



Figure 4

5. Install the **Hanger Bracket** onto a **4" Band Clamp** using the procedure shown below. Hang the hanger assembly in the stock rubber insulators and appropriate components. Snug up the nut to keep the bracket from falling out. (hanger bracket not exactly as shown)



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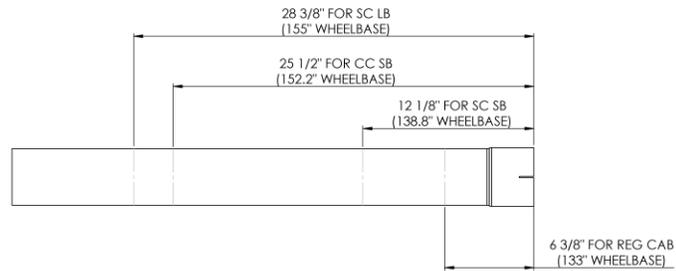


Figure 5



Figure 6

- The **Extension Pipes** may need to be cut. Refer to the figure below to determine the cut length required.



- Attach the two **Extension Pipes** to each other using **4\"** **Clamp** and attach the extension pipe assembly to the **3.5\"** **ID to 4\"** **OD Adaptor**. Using the hanger assembly from step 5, place the hanger assembly into the rubber insulator located on the frame beside this joint and loosely install around the slip joint.
- Install the **Hanger Bracket** onto a **4\"** **Band Clamp** repeat the method from step 5. Install the **Muffler** over the **Extension Pipe**. Place the hanger assembly into the rubber insulator located on the frame beside this joint and loosely install around slip joint.

Note: Temporarily install the **Muffler** in place and measure from the front of the **Muffler** to the **Mid-Pipe**. This will give you the required length to cut the two **Extension Pipes**.

- Install the **Dual Hanger Bracket** onto a **4\"** **Band Clamp** repeat the method from step 5. Install the **Over-Axle Pipe** from the rear of the truck, over the axle and attach to the **Muffler** securing it with the hanger assembly. **Refer to Figure 5.**
 - Install the **Tail Pipe** hanger into the factory rubber insulator. Then install the **Tail Pipe** onto the **Over-Axle Pipe** securing it with the remaining **4\"** **Band Clamp**. **Refer to Figure 6.**
 - Install and adjust **Exhaust Tip** to suit.
- Tighten all hardware and clamps, starting at the front and working rearward to secure the system. Check along the full length of the exhaust system to ensure there is adequate clearance for fuel lines, vent lines, brake lines, frame, bodywork, suspension and any wiring, etc. If there is any interference detected, relocate or adjust to provide adequate clearance. Ensure all clamp connections are secure and components are unable to rotate or slide. Band clamps require approximately 45 lb-ft (60 N-m) of torque. Verify clearances, system security and band clamp torque after 30-60 miles (50-100 km) of driving.

Congratulations! You are ready to begin enjoying the improved performance and driving experience of your **MBRP** Performance Diesel Exhaust system. We hope you enjoy your purchase.