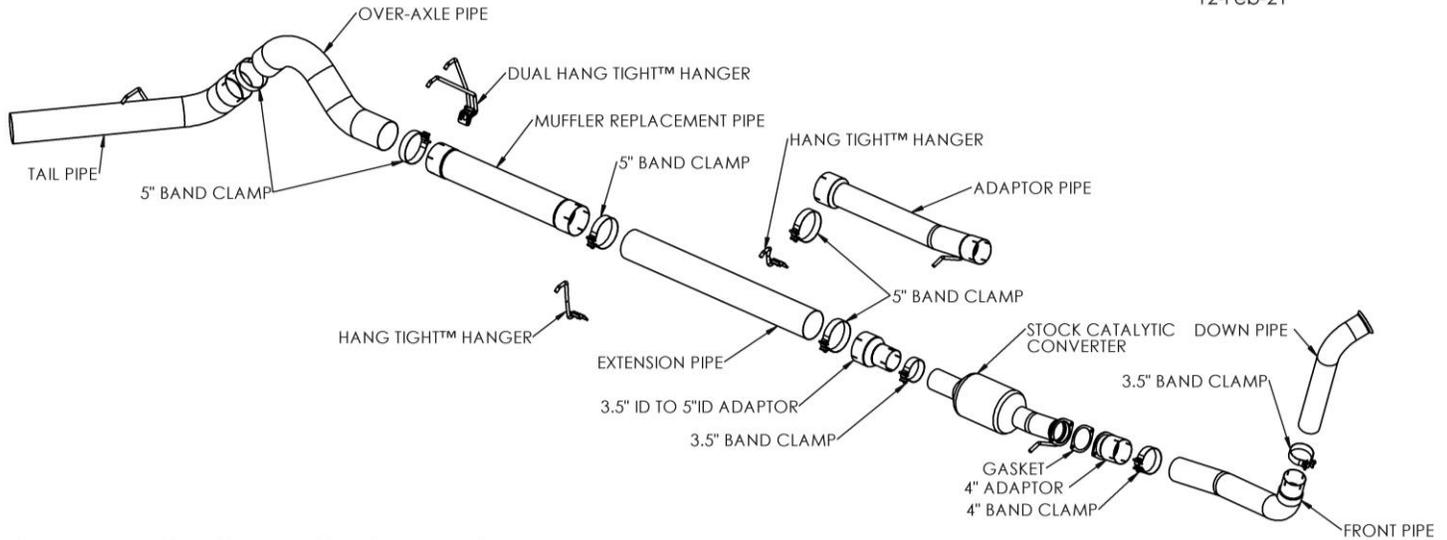


S62240PLM/SLM

2003-2007 FORD F250/F350, 6.0L POWERSTROKE
TURBO BACK, (RETAINS FACTORY OR APPROVED CAT) 5", SINGLE SIDE



12-Feb-21



PLEASE READ BEFORE STARTING INSTALLATION

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 that all components are present and fit together as shown. Please also ensure that all components are undamaged before removal of the factory exhaust. Finally, check that this system properly matches the make and model of the vehicle and will not interfere with previous or planned modifications.

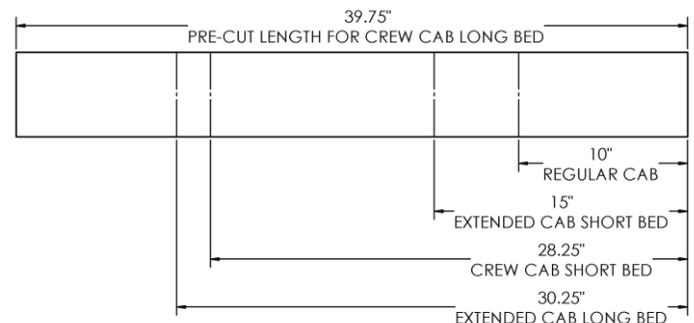
Removal of Stock System:

1. Apply a penetrating lubricant liberally to all exhaust fasteners, hangers, and rubber insulators.
2. Loosen the nut on the band clamp located behind the catalytic converter using a 15mm wrench or socket.
3. Remove the muffler and tail pipe from the OEM rubber hangers. To remove the system in one piece, on 03-04 models, the bottom shock bolt of the passenger side shock must be removed. **This is not required on 05 or 06 models.** Separate the stock exhaust at the slip joint located behind the catalytic converter and remove the muffler and tail pipe from under the truck. Re-install the bottom shock bolt.
4. Remove the catalytic converter by removing the two nuts holding the inlet flange together using a 15mm wrench or socket. Retain the nuts for the re-installation of the catalytic converter.
5. Remove the down pipe from the turbo by removing the band clamp using an 11mm socket. Retain the band clamp for the installation of the new down pipe. Cut the down pipe in front of the transmission cross member to remove. (**Note:** The stock down pipe can be removed in one piece by removing the transmission cross member. MBRP recommends that this procedure only be done by qualified, trained professionals using tools and, equipment designed to safely carry out this process.)

Installation of MBRP Performance Exhaust:

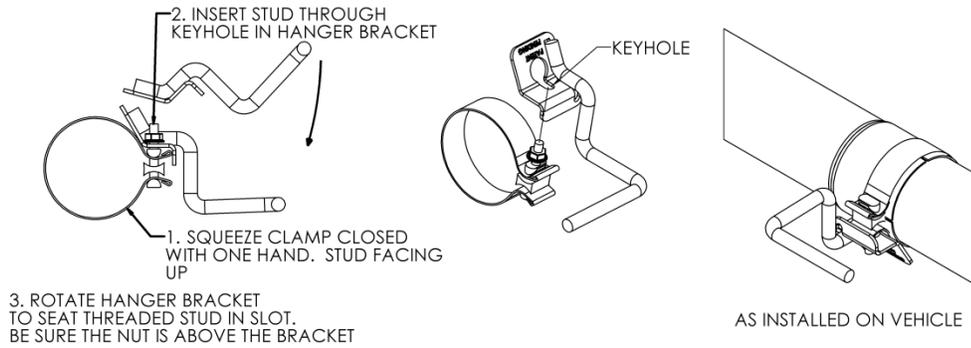
Note: Vehicles originally equipped with a catalytic converter must retain the factory catalytic converter. Removal of the catalytic converter may be a violation of federal or local regulations.

1. Install the **Down Pipe** in the same position as the stock down pipe and attach the flared end to the turbo using the stock band clamp. Do not tighten fully until all components are in place.
2. Attach the **Front Pipe** to the **Down Pipe** using a **3.5" Band Clamp**.
3. Attach the **4" Adaptor** to the **Front Pipe** with a **4" Band Clamp**.
4. Attach the factory catalytic converter to the **4" Adaptor** by placing the **Gasket** supplied between the flanges and installing the two nuts that were removed previously.



5. Attach the **3.5" ID to 5" ID Adaptor** to the outlet of the catalytic converter using a **3.5" Band Clamp**.
6. Install the **Extension Pipe** into the **3.5" ID to 5" ID Adaptor**. The **Extension Pipe** provided is pre-cut for the Crew Cab Long Bed configuration. All other configurations will require this pipe to be cut see illustration.

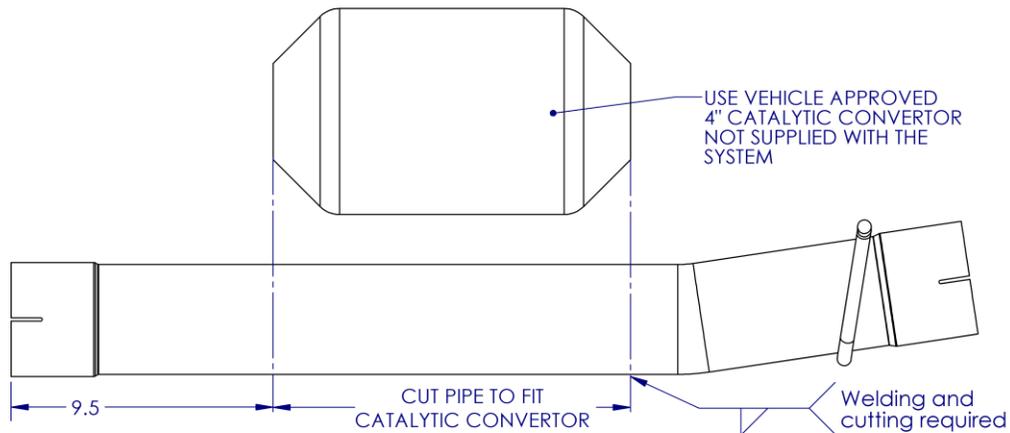
7. Install the **Hang Tight™ Hangers** onto **5.0” Band Clamp** using the procedure shown below. (Hang Tight™ Hangers not exactly as shown).



8. Install the front single **Hang Tight™ Hanger** assembly onto the **Extension Pipe** and into the OEM rubber insulator.
9. Install the **Muffler replacement Pipe** over the **Extension Pipe** with the second single **Hang Tight™ Hanger** assembly. Install the hanger into the OEM rubber insulator. Install the **Dual Hang Tight™ Hanger** assembly onto the outlet of the **Muffler Replacement Pipe** and into the two OEM rubber hangers located above the outlet.
10. Slide the **5” Band Clamp** and **Tail Pipe** onto the **Over-Axle Pipe**. Install the assembly from the rear of the truck, over the axle and attach to the **Muffler Replacement Pipe** outlet. Install the **Tail Pipe** hanger into the OEM hanger, then adjust for best axle clearance and **Tail Pipe** exit location to complete.
11. 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.

Installation of MBRP Performance Exhaust Replaces Stock Cat

1. If the Catalytic Converter needs to be replaced use the **Adaptor Pipe** provided and a Catalytic Converter (Not included) **See the Figure Below**. Cutting and welding are required.



**ADAPTOR PIPE TO WORK WITH 4" CATALYTIC CONVERTORS
MAGNAFLOW 60011 (Federal compliance) or comparable
product.
Check and follow regulations where your vehicle is registered
before proceeding.**

2. Follow the Installation of MBRP Performance Exhaust Retains Stock Cat but use the new welded Catalytic Converter & **Adaptor Pipe** instead of the items used in Steps (3-5). The **Adaptor Pipe** Assembly attaches to the **Front Pipe** with a **4" Band Clamp**. The **Extension Pipe** can be installed directly to the **Adaptor Pipe** Assembly with a **4" Band Clamp**.

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