

DIESEL PERFORMANCE SYSTEMS INSTALLATION INSTRUCTIONS FOR DPS 18: 1994-1998 FORD F250/ F350 NON-CONVERTER POWERSTROKE 7.3L 4" EXHAUST

REMOVAL OF ORIGINAL SYSTEM

- 1.) LOOSEN (BUT DO NOT REMOVE) THE V-CLAMP AT THE TURBO OUTLET. USING A SAWZALL CUT THE ORIGINAL TURBO PIPE BEHIND THE FIRST BEND. USE CAUTION TO MAKE SURE THAT THE DOWN PIPE IS THE ONLY THING YOU ARE CUTTING. AFTER CUTTING THE DOWN PIPE, REMOVE THE V-CLAMP AND THE FIRST BEND OF THE TURBO PIPE. FROM DOWN BELOW THE VEHICLE SLIDE THE REMAINING PART OF THE TURBO PIPE AWAY FROM THE REST OF THE EXHAUST SYSTEM AND REMOVE FROM BELOW.
- 2.) USING A SAWZALL CUT THE TAIL PIPE DIRECTLY BEHIND THE MUFFLER. USING A PRY BAR REMOVE THE TAIL PIPE HANGER FROM THE RUBBER GROMMETS. (NOTE: THE MUFFLER IS HEAVY. SUPPORT IT WHILE REMOVING THE RUBBER GROMMETS TO PREVENT IT FROM FALLING AND CAUSING POSSIBLE INJURY).

INSTALLATION OF DIESEL PERFORMANCE SYSTEMS-4" EXHAUST SYSTEM

**(NOTE: FIREWALL MODIFICATIONS MUST BE DONE BEFORE
INSTALLATION OF THE NEW SYSTEM).**

- 1.) USING A SAWZALL, MAKE TWO CUTS IN THE BODY SEAM APPROXIMATELY 3" ON EACH SIDE OF THE PATH WHERE THE NEW TURBO DOWN PIPE WILL CROSS THE SEAM. PLACE A PORT-A-POWER AT THE BODY SEAM AND THE TRANSMISSION AND WITH A BLOCK OF WOOD, FOLD THE SEAM TOWARDS THE REAR OF THE VEHICLE. THIS WILL ALLOW FOR THE NECESSARY CLEARANCE FOR THE NEW DOWN PIPE.
- 2.) FROM THE TOP OF THE ENGINE POSITION THE FIRST PIECE OF NEW TURBO PIPE (TURBO PIPE 1), INSTALL REUSING THE ORIGINAL V-CLAMP. SNUG THE CLAMP DOWN SO IT WILL HOLD BUT DO NOT TIGHTEN. INSTALL THE SECOND SECTION OF THE NEW TURBO PIPE (TURBO PIPE 2). POSITION A 3" ACCU-SEAL CLAMP AT THE CONNECTION BUT DO NOT TIGHTEN.
- 3.) INSTALL ALL HANGERS ON THE VEHICLE. TAKE THE HITCH PIN CLIP FROM THE ROD OF THE HANGER, REMOVE THE WASHER AND SLIDE THE HANGER ROD THROUGH THE RUBBER GROMMET. REINSTALL THE WASHER AND HITCH PIN CLIP. THE HANGERS ARE NUMBERED AND START WITH THE LOWEST NUMBER AT THE FRONT OF THE VEHICLE.
- 4.) INSTALL THE EXTENSIONS (EXTENSION 3, 4 & 5) ALINGING THEM UP WITH HANGERS #1 & 2. ATTACH HANGERS TO PIPES, BUT DO NOT TIGHTEN. POSITION 4" U-BOLT CLAMPS AT THE CONNECTIONS BUT DO NOT TIGHTEN.
- 5.) INSTALL THE MUFFLER (MUFFLER 5) BY PLACING THE INLET ON THE REAR OF EXTENSION 4. THE OUTLET OF THE MUFFLER HANGS FROM HANGER #3. IF THE OUTLET OF THE MUFFLER AND THE HANGER DO NOT LINE UP, IT MIGHT BE NECESSARY TO TRIM THE LENGTH OF

EXTENSIONS 4 AND/OR 5 TO FIT. ATTACH HANGER #3 TO THE REAR OF THE MUFFLER BUT DO NOT TIGHTEN. PLACE A 4" U-BOLT CLAMP AT THE INLET CONNECTION. DO NOT TIGHTEN CLAMP. PLACE THE FRONT OF THE TAIL PIPE IN THE OUTLET OF THE MUFFLER. POSITION HANGER #4 TO HOLD THE REAR OF THE TAIL PIPE. DO NOT TIGHTEN HANGER. IT MAY BE NECESSARY TO TEMPORARILY MOVE THE SPARE TIRE.

- 6.) STARTING AT THE BACK OF THE TURBO PIPE (TURBO 1) ALIGN AND TIGHTEN ALL CLAMPS AND HANGERS FROM FRONT TO REAR OF THE VEHICLE, CHECKING FOR CLEARANCE AS YOU PROCEED.
- 7.) LASTLY, TIGHTEN THE V-CLAMP LOCATED AT THE TURBO OUTLET UNDERNEATH THE HOOD.
- 8.) INSTALL EXHAUST TIP TO YOUR PREFERENCE (EXHAUST TIPS SOLD SEPARATELY THROUGH OUR CATALOG).

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