

# **DIESEL PERFORMANCE SYSTEMS INSTALLATION INSTRUCTIONS FOR DPS 19: 1994-1998 FORD F250/ F350 WITH CONVERTER POWERSTROKE 7.3L 4" EXHAUST**

## **REMOVAL OF ORIGINAL SYSTEM**

- 1.) RAISE THE VEHICLE TO WORKING HEIGHT WITH HOIST OR JACK STANDS. REMOVE THE TWO NUTS AT THE CATALYTIC CONVERTER AND THE TURBO DOWN PIPE.
- 2.) 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 CATALYTIC CONVERTER AND REMOVE FROM BELOW.
- 3.) 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 AND CATALYTIC CONVERTER ARE HEAVY. SUPPORT THEM WHILE REMOVING THE RUBBER GROMMETS TO PREVENT FALLING AND 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.) REMOVE THAT CATALYTIC CONVERTER FROM THE ORIGINAL  
EXHAUST AND INSTALL ON THE BACK OF THE TURBO PIPE. REUSE  
THE ORIGINAL NUTS FOR THIS PROCESS (NOTE: THE CATALYTIC  
CONVERTOR WILL NEED TO BE SUPPORTED).

- 5.) INSTALL THE EXTENSIONS (EXTENSION 3 & 4) ALINGING THEM UP WITH HANGERS #1 & 2. ATTACH HANGERS TO PIPES, BUT DO NOT TIGHTEN. POSITION A 4" U-BOLT CLAMP AT THE CONNECTION BUT DO NOT TIGHTEN.
- 6.) 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 EXTENSION 4 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.
- 7.) 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.
- 8.) LASTLY, TIGHTEN THE V-CLAMP LOCATED AT THE TURBO OUTLET UNDERNEATH THE HOOD.
- 9.) INSTALL EXHAUST TIP TO YOUR PREFERENCE (EXHAUST TIPS SOLD SEPARATELY THROUGH OUR CATALOG).

## DPS19

