

**DIESEL PERFORMANCE SYSTEMS INSTALLATION
INSTRUCTIONS FOR DPS 24: 1999-2003 FORD F450/ F550
POWERSTROKE 7.3L 4" EXHAUST WITH 3.5" TURBO
DOWN PIPE**

REMOVAL OF ORIGINAL SYSTEM

- 1.) START UNDER THE HOOD. LOCATE THE TURBO. REMOVE THE V-CLAMP FROM THE TURBO OUTLET. LOOSEN THE BOLT ENOUGH TO UNLATCH THE T-BOLT, THEN PRY THE CLAMP AWAY FROM THE FLANGE AT THREE SPOTS USING A FLATHEAD SCREWDRIVER.

- 2.) FROM UNDERNEATH YOUR VEHICLE, CUT THE STOCK SYSTEM IN TWO PLACES. FIRST, CUT THE TURBO DOWN PIPE NEXT TO THE TRANSMISSION JUST AFTER THE BEND WHERE THE PIPE BECOMES LEVEL. SECOND, CUT THE STOCK EXHAUST DIRECTLY BEHIND THE MUFFLER. SPRAY THE STOCK RUBBER HANGERS WITH LUBRICANT (WD-40 OR EQUIVALENT). USING A PRY BAR, REMOVE THE STOCK HANGERS FROM THE RUBBER GROMMETS. REMOVE THE STOCK EXHAUST SYSTEM FROM THE VEHICLE.

- 3.) LOCATE THE BOLTS ATTACHING THE EXHAUST HEAT SHIELD TO THE BRACKETS AND CUT OFF THE THREADED END TO KEEP THEM FROM RATTLING ON THE NEW EXHAUST. IN SOME CASES IT MAY BE NECESSARY TO BEND THE BRACKET CLOSEST TO THE MUFFLER FOR MORE CLEARANCE.

**INSTALLATION OF DIESEL PERFORMANCE SYSTEMS-4" EXHAUST
SYSTEM**

- 1.) FROM UNDERNEATH THE VEHICLE, INSTALL TURBO DOWN PIPE (TURBO 1). ROTATE THE TURBO PIPE AS NEEDED TO MATE UP TO THE TURBO OUTLET. REINSTALL THE V-CLAMP AT THE TURBO (REUSE THE STOCK CLAMP FOR THIS STEP). SNUG THE CLAMP DOWN SO IT WILL HOLD IN POSITION BUT CAN STILL BE MOVED IF NEEDED. INSTALL TURBO PIPE 2. POSITION A 3.5" U-BOLT CLAMP AT THE CONNECTION BUT DO NOT TIGHTEN COMPLETELY.
- 2.) INSTALL ALL REMAINING HANGERS TO 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.
- 3.) POSITION THE BACK OF THE MUFFLER IN HANGER #3 (NOTE: YOU WILL NEED TO SUPPORT THE FRONT OF THE MUFFLER FOR STEP #4).
- 4.) INSTALL THE FIRST EXTENSION (EXTENSION 3) ON THE BACK OF THE TURBO PIPE POSITION A 4" U-BOLT CLAMP AT THE CONNECTION BUT DO NOT TIGHTEN. PLACE HANGER #1 IN POSITION BUT DO NOT TIGHTEN.
- 5.) HOLD THE SECOND EXTENSION (EXTENSION 4) UP BETWEEN THE FIRST EXTENSION AND THE MUFFLER AND CUT FOR THE CORRECT WHEEL BASE (NOTE: BE SURE TO MEASURE LONG ENOUGH FOR THE TWO SLIP JOINTS. ONE OR BOTH EXTENSIONS MAY NEED TO BE CUT). AFTER CUTTING THE EXTENSION(S), INSTALL FRONT OF THE

SECOND EXTENSION TO THE REAR OF THE FIRST EXTENSION.
INSTALL THE FRONT OF THE MUFFLER TO THE REAR OF THE
SECOND EXTENSION. POSITION 4" U-BOLT CLAMPS AT THE
CONNECTION BETWEEN THE EXTENSIONS AND AT THE MUFFLER.
DO NOT TIGHTEN CLAMPS. PLACE HANGER #2 IN POSITION BUT DO
NOT TIGHTEN.

6.) INSTALL THE TAIL PIPE (TAIL PIPE 6). ALIGN THE TAILPIPE BETWEEN
THE SHOCK AND SPARE TIRE. THE SPARE TIRE MAY NEED TO BE
MOVED TEMPORARILY. PLACE HANGER #4 IN POSITION BUT DO NOT
TIGHTEN.

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.

INSTALL EXHAUST TIP TO YOUR PREFERENCE (EXHAUST TIPS SOLD
SEPARATELY THROUGH OUR CATALOG).

DPS24

