

**DIESEL PERFORMANCE SYSTEMS INSTALLATION**  
**INSTRUCTIONS FOR DPS 28 : 2003-2005 FORD F250/ F350**  
**POWERSTROKE 6.0L 5" EXHAUST**

**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-5" 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 SECOND HALF OF TURBO PIPE. POSITION A 3.5" ACCU-SEAL 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 THE HANGER #3 (NOTE: YOU WILL NEED TO SUPPORT THE FRONT OF THE MUFFLER FOR STEP #4).
- 4.) REPLACE THE CONVERTER BY ATTACHING IT TO THE BACK OF TURBO PIPE. INSTALL THE EXTENSION (EXTENSION 2) ON THE BACK OF THE CONVERTER. PLACE #1 HANGER IN POSITION BUT DO NOT TIGHTEN.

- 5.) PLACE THE FRONT OF THE MUFFLER ON THE REAR OF THE EXTENSION (NOTE: BE SURE TO MEASURE LONG ENOUGH FOR THE SLIP JOINT. EXTENSION MAY NEED TO BE CUT). AFTER CUTTING THE EXTENSION, INSTALL FRONT OF THE MUFFLER TO THE REAR OF THE FIRST EXTENSION. POSITION A 5" U-BOLT CLAMP AT THE CONNECTION BETWEEN THE EXTENSION AND AT THE MUFFLER. DO NOT TIGHTEN CLAMP. PLACE HANGER #2 IN POSITION BUT DO NOT TIGHTEN.
- 6.) INSTALL TAIL PIPE (TAIL PIPE 4). 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. INSTALL A 5" U-BOLT CLAMP AT THE CONNECTIONS OF THE THREE-PIECE TAIL PIPE.
- 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).

## DPS28

