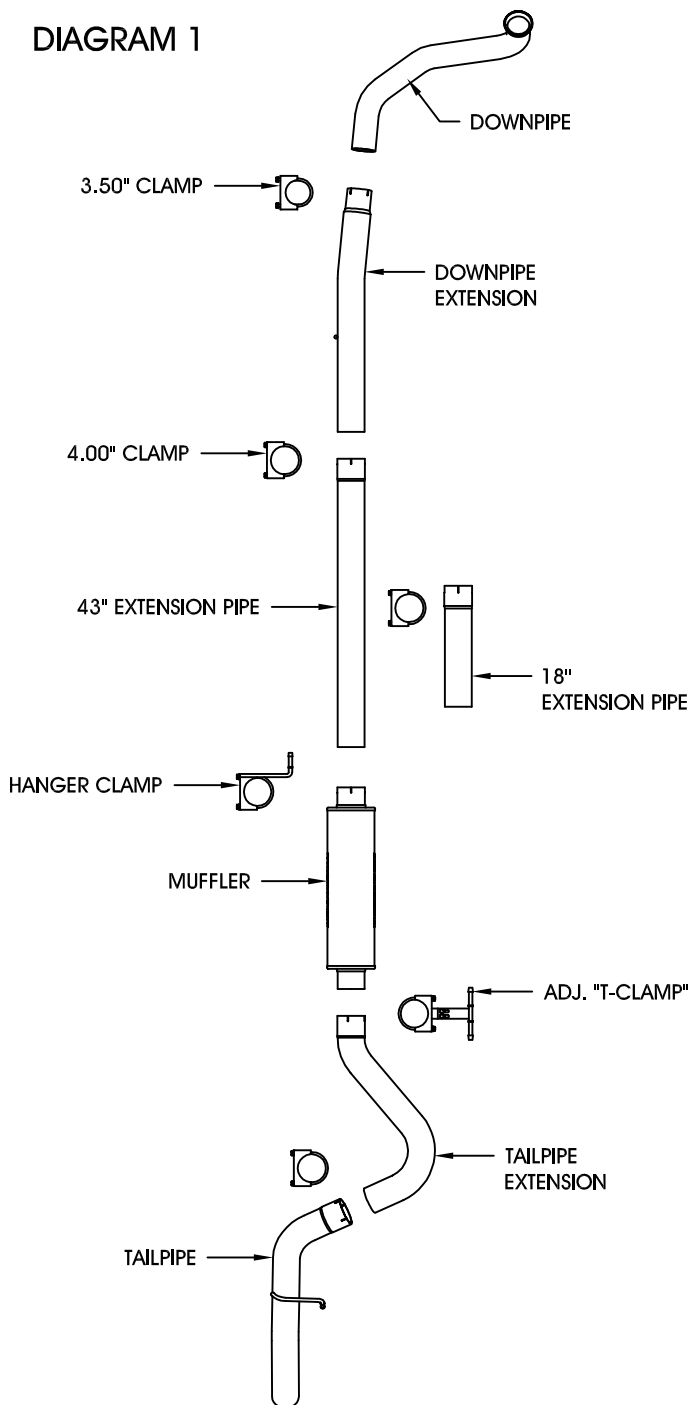


2003- FORD F-SERIES DIESEL - V8 6.0L, ALL CAB AND BED LAYOUTS

DIAGRAM 1



Note: MAGNAFLOW advises against the removal of catalytic converters. If the vehicle was originally equipped with a catalytic converter, this exhaust system is intended for off-road and racing applications only.

Warning: When working on under or around any vehicle exercise caution. Please allow the vehicle's exhaust system to cool before removal, as exhaust system temperatures may cause severe burns. If working without a lift, always consult vehicle manual for correct lifting specifications. Always wear safety glasses and ensure safe work area. Serious injury or death could occur if safety measures are not followed.

NOTE: For safety purposes and ease of installation, a large automotive lift and transmission jack are required for installation of this product. MAGNAFLOW strongly suggests professional installation.

Step 1: (Carefully read all instructions before installation) If the vehicle has 4-wheel drive, the first step is to remove the transfer case rock shield as shown in Diagram 2. Do not discard any of the OEM fasteners as they will be reused. You will also need to temporarily remove the passenger's side upper stabilizer bar mount bolt, and loosen the lower bolt as shown in Diagram 3. This will allow the bar to swing out of the way. The next step is to remove the lower mounting bolt of the passenger's side rear shock as shown in Diagram 4 to allow the shock to swing out of the way. Unbolt the clamp attaching the muffler/tailpipe assembly to the catalytic converter. Disengage the welded hangers from the rubber insulators, and remove the muffler/ tailpipe assembly from the vehicle. Unbolt the catalytic converter from the downpipe at the 2-bolt flange, and remove it from the vehicle. Remove the (2) nuts fastening the transmission to the crossmember, then raise the transmission approximately 1/2" as shown in Diagram 5 using a transmission jack. Once this is done, you can temporarily remove the crossmember to aid in downpipe removal. If the vehicle has an automatic transmission, you will need to lower the transmission approximately 8.00" to aid in removal of the downpipe. Vehicles with automatic transmissions will also need to temporarily remove the transmission fluid dipstick, and dipstick tube to make clearance for downpipe removal and installation. Once the dipstick and tube are removed, loosen the V-band clamp that attaches the downpipe to the turbocharger as shown in Diagram 6. Do not overstress the clamp, or attempt to remove it.

*MAGNAFLOW Performance Exhaust recommends professional installation on all their products

Technical support: 1-800-959-9226 ext. 4500

MAGNAFLOW Performance Exhaust - 22961 Arroyo Vista - Rancho Santa Margarita, CA 92688

2003- FORD F-SERIES DIESEL - V8 6.0L, ALL CAB AND BED LAYOUTS

DIAGRAM 2



DIAGRAM 3



DIAGRAM 4



Note: MAGNAFLOW advises against the removal of catalytic converters. If the vehicle was originally equipped with a catalytic converter, this exhaust system is intended for off-road and racing applications only.

Warning: When working on under or around any vehicle exercise caution. Please allow the vehicle's exhaust system to cool before removal, as exhaust system temperatures may cause severe burns. If working without a lift, always consult vehicle manual for correct lifting specifications. Always wear safety glasses and ensure safe work area. Serious injury or death could occur if safety measures are not followed.

Step 1 Cont.: Once the clamp is loose, you can twist the downpipe free of the turbo housing from underneath the vehicle. Once the downpipe is loose, slip the V-band clamp off of the downpipe, and allow it to rest on the turbo housing. The downpipe can now be removed from underneath the vehicle.

Step 2: Begin installation of the new system by fitting the new downpipe into position from under the vehicle. Due to the tight clearances, it may be difficult to fit the downpipe into place, but it will fit. Carefully attach the new downpipe to the turbo reusing the OEM V-band clamp. Fasten the clamp snugly to rotate the downpipe when adjusting the complete system. You can now reinstall the transmission dipstick and dipstick tube, crossmember, transfer case shield, and stabilizer bar. Refer to Ford's shop manual for proper torque specifications of all mounts. Working rearward, install the downpipe extension using the supplied 3.50" clamp and by fitting the welded hanger into the OEM rubber insulator. Leave all clamps snug for final adjustment of the complete system. Crew Cab-Long Bed models use all the pipes listed including the 43" extension, 18" extension and the downpipe extension. Extended Cab-Long Bed models do not use the 18" extension. Shorter wheelbase models such as a Standard Cab-Long Bed or Short Bed may need to trim the 43" extension pipe for a proper fit. Once you have determined which extension pipes are needed, install them using the supplied 4.00" clamps. Install the muffler and tailpipes using the supplied 4.00" hanger clamp and adjustable "T-Clamp" as shown in Diagram 1.

*MAGNAFLOW Performance Exhaust recommends professional installation on all their products

Technical support: 1-800-959-9226 ext. 4500

2003- FORD F-SERIES DIESEL - V8 6.0L, ALL CAB AND BED LAYOUTS

DIAGRAM 5



DIAGRAM 6



Note: MAGNAFLOW advises against the removal of catalytic converters. If the vehicle was originally equipped with a catalytic converter, this exhaust system is intended for off-road and racing applications only.

Warning: When working on under or around any vehicle exercise caution. Please allow the vehicle's exhaust system to cool before removal, as exhaust system temperatures may cause severe burns. If working without a lift, always consult vehicle manual for correct lifting specifications. Always wear safety glasses and ensure safe work area. Serious injury or death could occur if safety measures are not followed.

Step 3: (Continued...) With all components mounted loosely, adjust the system for overall aesthetics and clearance of frame & bodywork. (MAGNAFLOW recommends at least 1/2" of clearance between the exhaust system and any body panels to prevent heat-related body damage or fire.)

Step 4: Once a final position has been chosen for the new system, evenly tighten all fasteners from front to rear. You can now reinstall the passenger's side rear shock absorber, and tighten the V-band clamp attaching the downpipe to the turbocharger housing, but be careful not to damage the clamp by overtightening. Do inspect all fasteners after 25-50 miles of operation and retighten if necessary.