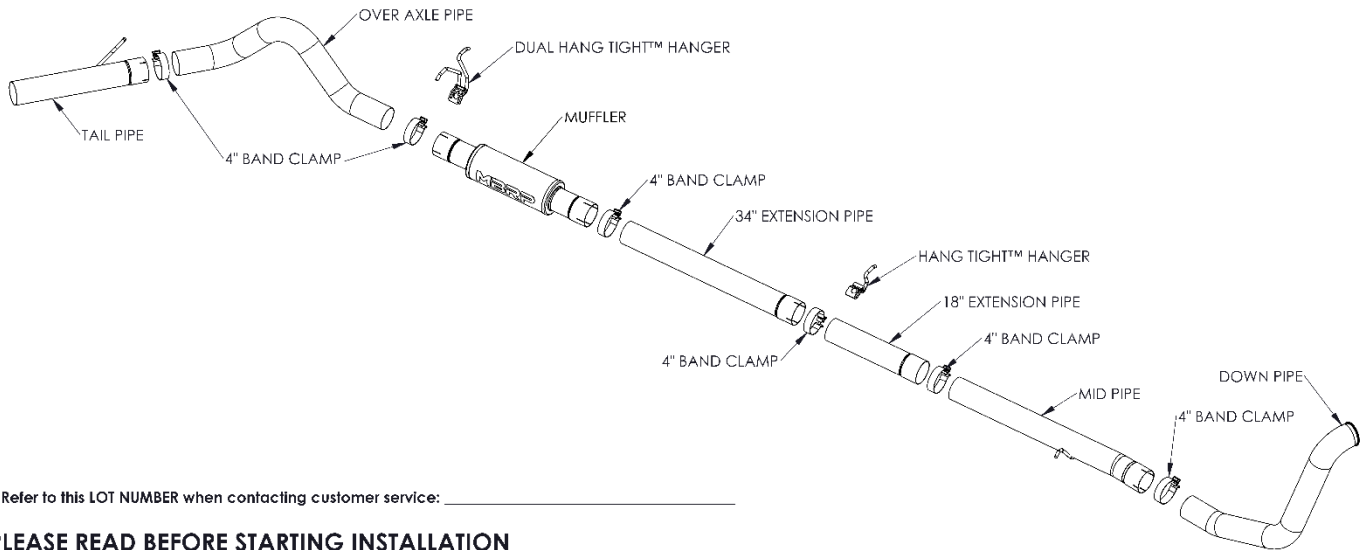


S6200P

1999-2003 FORD F250/350, 7.3L POWERSTROKE, TURBO BACK, 4", SINGLE SIDE
NOT FOR USE ON VEHICLES EQUIPPED WITH CATALYTIC CONVERTER

MBRP

September 18, 2023



Refer to this LOT NUMBER when contacting customer service: _____

PLEASE READ BEFORE STARTING INSTALLATION

MBRP Inc. has made every effort to ensure that all components of this system are of superior quality and properly packaged. It is the installer's responsibility to ensure that all components are present and fit together as shown. Please also ensure that all components are undamaged before removal of the factory exhaust. Finally check that this system properly matches the make and model of the vehicle and will not interfere with previous or planned modifications.

Removal of stock system:

1. If a hoist is being used for the installation, the original exhaust system can be removed in one piece by removing the passenger side shock. If a hoist is not being used the tail pipe must be cut behind the muffler to be removed.
2. Loosen the nut on the band clamp in front of muffler using a 15mm socket.
3. Remove the muffler and tail pipe from the OEM rubber hangers and separate the stock exhaust at the slip joint remove the muffler and tail pipe from under the truck. Re-install the passenger side shock.
4. Remove the down pipe from the turbo by removing the band clamp using an 11mm socket. Retain the band clamp for the installation of the new down pipe. Cut the down pipe in front of the transmission cross member to remove. (Note: The stock down pipe can be removed in one piece by removing the transmission cross member. It is recommended that this only be done by qualified, trained professionals using tools and equipment designed to safely carry out this procedure.)

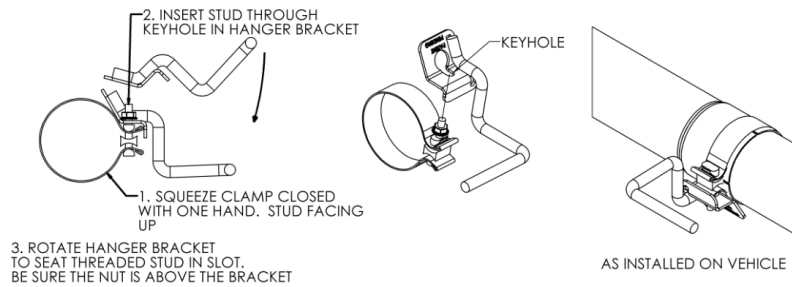
Installation of MBRP Performance Exhaust:

Note: Vehicles originally equipped with a catalytic converter must retain the factory catalytic converter. Removal of the catalytic converter may be a violation of federal or local regulations.

1. Install the Down Pipe in the same position as the stock down pipe and attach the flared end to the turbo using the stock band clamp. Do not fully tighten until all components are in place.
2. Attach the Mid Pipe to the Down Pipe and place the hanger into the factory rubber insulator located on the frame.

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3. Install the Hang Tight™ Hangers onto 4.0" Band Clamps using the procedure shown below. (Hang Tight™ Hanger not exactly as shown).



4. Using a 4.0" Band Clamp, loosely install the 18" Extension Pipe over the Mid Pipe. The 34" Extension Pipe is pre-cut to fit vehicles with a 172" wheelbase and will have to be cut to fit all other vehicles. 137" wheelbase vehicles do not require the 34" Extension Pipe to be installed. The Hang Tight™ Hanger Clamp Assembly is used at the connection between the 18" Extension Pipe and the 34" Extension Pipe and is installed into the OEM rubber hanger at this position.
Installation Tip: Temporarily install the Muffler and the Tail Pipe using the factory rubber insulators and the Dual Hang Tight™ Hanger Clamp. Measure from the Muffler to the 18" Extension Pipe and cut the 34" Extension Pipe to the required length.
5. Install the Muffler and a 4" Band Clamp over the Extension Pipe.
6. Assemble the Dual Hang Tight™ Hanger Clamp and install into the two OEM rubber hangers located above the outlet of the Muffler. Place the 4" Band Clamp onto the Muffler outlet.
7. Install the Tail Pipe and 4" Band Clamp onto the Over Axle Pipe. Slide the assembly from the rear of the truck, over the axle and attach to the outlet of the Muffler. Install the tail pipe hanger into the OEM hanger to complete.
9. Carefully align the system and tip. Align the edge of each band clamp with the edge of the joint it is connecting. Tighten all hardware and clamps, starting at the front and working rearward to secure the system. Check along the full length of the exhaust system to ensure there is adequate clearance for fuel lines, vent lines, brake lines, frame, bodywork, suspension, and any wiring, etc. If there is any interference detected, relocate, or adjust to provide adequate clearance. Ensure all clamp connections are secure and components are unable to rotate or slide. Band clamps require approximately 45 lb-ft (60 N-m) of torque. Verify clearances, system security and band clamp torque after 30-60 miles (50-100 km) of driving.

Congratulations! You are ready to begin experiencing the improved performance and driving experience of your **MBRP** performance exhaust system. We know you will enjoy your purchase.