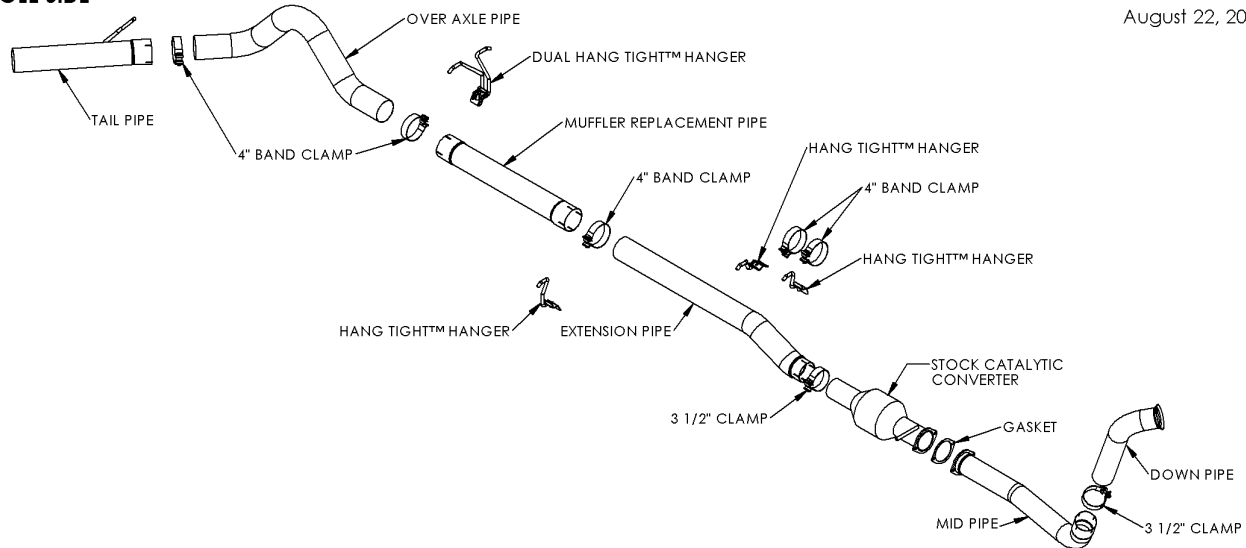


S6206PLM

2003-2007 FORD F250/350, 6.0L POWERSTROKE, TURBO BACK (STOCK CAT),
4" SINGLE SIDE

MBRP

August 22, 2025



PLEASE READ BEFORE STARTING INSTALLATION

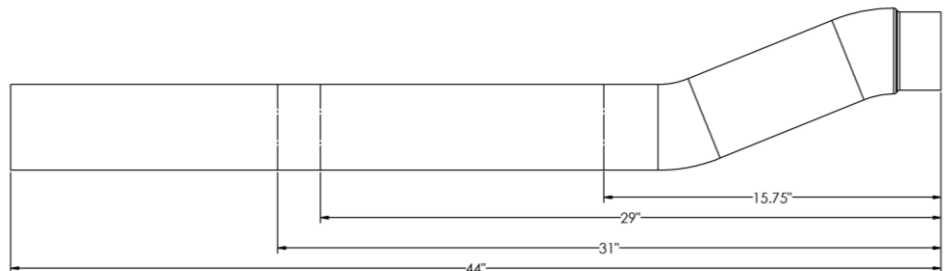
MBRP has made every effort to ensure that all components of this system are of superior quality and properly packaged. It is the installer's responsibility to ensure that all components are present and fit together as shown. Please also ensure that all components are undamaged before removal of the factory 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. Apply a penetrating lubricant liberally to all exhaust fasteners, hangers, and rubber insulators.
2. Loosen the nut on the band clamp located behind the catalytic converter using a 15mm wrench or socket.
3. Remove the muffler and tail pipe from the OEM rubber hangers. To remove the system in one piece, on 03-04 models, the bottom shock bolt of the passenger side shock must be removed. **This is not required on 05 or 06 models.** Separate the stock exhaust at the slip joint located behind the catalytic converter and then remove the muffler and tail pipe from under the truck. Re-install the bottom shock bolt if removed.
4. Remove the catalytic converter by removing the two nuts holding the inlet flange together using a 15mm wrench or socket. Retain the nuts for the reinstallation of the catalytic converter.
5. 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. MBRP recommends that this procedure only be done by qualified, trained professionals using tools and equipment designed to safely carry out this process.)

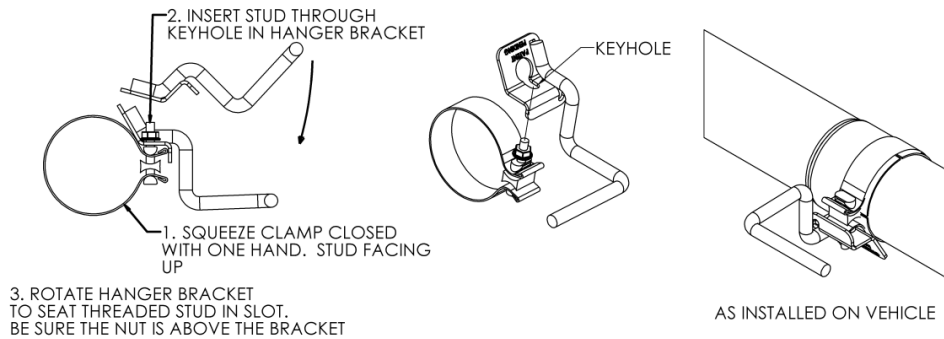
Installation of MBRP Performance Exhaust:

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** using a 3 1/2" Clamp to secure the slip joint.
3. Attach the factory catalytic converter to the **Mid Pipe** by placing the gasket supplied between the flanges and installing the two nuts that were removed previously.
4. Install the **Extension Pipe** over the catalytic converter. The **Extension Pipe** provided is pre-cut for the crew cab long bed configuration. All other configurations will require the pipe to be cut.
Extended cab short bed cut to 15 3/4"
Crew cab short bed cut to 29"
Extended cab long bed cut to 31"



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



6. Install the appropriate **Hang Tight™ Hanger** over the **Extension pipe** and into the OEM rubber hanger. Install the **Muffler Replacement Pipe** over the **Extension Pipe** using the next **Hang Tight™ Hanger**. Install the **Dual Hang Tight™ Hanger** into the two OEM rubber hangers located above the outlet of the **Muffler Replacement Pipe**.

7. Slide the **4" Band Clamp** and **Tail Pipe** onto the **Over Axle Pipe**. Install the assembly from the rear of the truck, over the axle and attach to the **Muffler Replacement Pipe**. Install the tail pipe hanger into the OEM hanger, then adjust for best axle clearance and **Tail Pipe** exit location to complete.

8. Install the provided clamps around the pipes where needed. Adjust the **Tail Pipe** to suit.

9. 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 power, sound and driving experience of your **MBRP** performance exhaust system. We know you will enjoy your purchase.