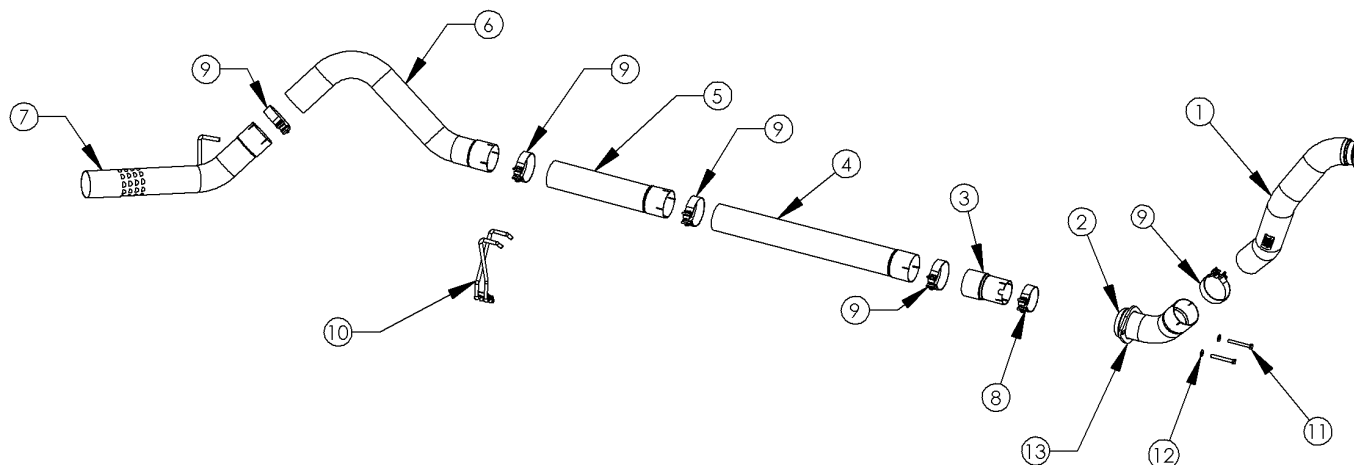


S6282PLM

2008-2010 FORD F250/350/450,
6.4L POWERSTROKE,
FILTER BACK WITH DOWNPIPE,
CARB EO# : D-763-1

MBRP®



ITEM	DESCRIPTION	QTY.
1	UPPER DOWNPIPE	1
2	LOWER DOWNPIPE	1
3	3.5" TO 4" ADAPTOR	1
4	32" EXTENSION PIPE	1
5	19" EXTENSION PIPE	1
6	OVER-AXLE PIPE	1
7	TAIL PIPE	1
8	3.5" BAND CLAMP	1
9	4" BAND CLAMP	5
10	DUAL HANG TIGHT™ HANGER	1
11	M10 X 80MM HEX BOLT	2
12	3/8" FLAT WASHER	2
13	FLANGE	1

Refer to this LOT NUMBER when contacting customer service: _____

PLEASE READ BEFORE STARTING INSTALLATION

While 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 the following before removal of the factory exhaust:

- that ALL components shown above are present.
- that ALL mating components fit together.
- that there are no damaged components.
- that the system you have purchased is appropriate for your vehicle year, model and configuration.
- that the system will not interfere with any modifications previously installed or planned.
- that you have read and understand these instructions.

If you have any questions or are uncertain about any aspect of the installation of this system to your vehicle please contact your dealer before commencing installation.

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2008 Ford Super Duty 6.4L Powerstroke Diesel

Removal of Stock System:



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5

Filter-back exhaust:

1. Apply some penetrating lubricant liberally to all exhaust fasteners, hangers, and rubber insulators.
2. Loosen the nut on the band clamp located behind the particulate filter using a 15mm wrench or socket. **Refer to Figure 1.**
3. Cut the exhaust as shown in **Figure 2**. Remove the muffler and tail pipe from the OEM rubber insulators. Remove from the vehicle.

Down pipe:

4. Remove the heat shield from the turbo by removing the five 8mm head bolts. This shield cannot be fully removed but sliding it out of the way will allow access to the V band Clamp at the turbo outlet.

See Figure 3.

5. Loosen the OEM V-band Clamp at the turbo outlet. Once loose, the clamp bolt can be released from the clamp. There is a retaining tab located at the 12 o'clock position on the OEM down pipe that must be pried off the turbo flange to allow the pipe assembly to be removed. **Refer to Figure 4.**

6. Remove the 2 OEM bolts from the ball flange at the outlet of the down pipe. Keep these bolts, they will be reused. Use a pry-bar to shift the particulate filter rearward to allow the OEM down pipe to drop down a few inches.

7. The OEM down pipe must be cut to remove it. Use a reciprocating saw with a long enough blade to cut through the pipe. Note the location of the cut. **Refer to Figure 5.**

8. Remove the lower section of the OEM down pipe. The upper section of the down pipe can now be removed by working the down pipe down while rotating it clockwise approx 90 degrees as viewed from below. This will take some work, as it is a very tight fit.

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Installation of MBRP Performance Exhaust:



Figure 6



Figure 7



Figure 8



Figure 9

Filter-back exhaust:

1. The **Extension Pipes** provided are pre-cut for the crew cab long bed configuration. Cut the **Extension Pipes** to the required length for the vehicle being installed to.

Refer to the table below.

WHEELBASE	19" EXTENSION REQUIRED	CUT REQUIRED	COMBINED LENGTH OF PIPES
REGULAR CAB	NO	YES	13"
EXTENDED CAB SHORT BED	NO	YES	17.75"
CREW CAB SHORT BED	NO	NO	32"
EXTENDED CAB LONG BED	YES	YES	33.75"
CREW CAB LONG BED	YES	NO	48.25"

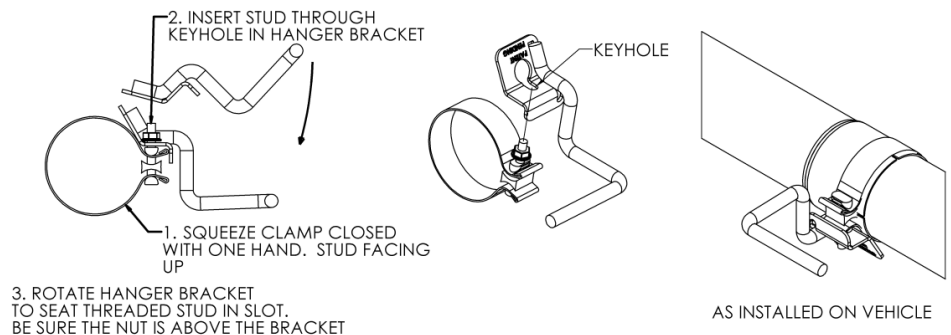
2. Slide the **3 1/2" Band Clamp** over the **3 1/2" to 4" Adapter** and install it to the particulate filter.

Refer to Figure 6.

3. Install the required **Extension Pipe(s)** onto the **3 1/2" to 4" Adapter** using **4" Band Clamps**.

Refer to Figure 6.

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



5. Install the **Over-Axle Pipe** onto the **Extension Pipe** using the **Dual Hang Tight™ Hanger** clamp assembly. Install the hangers into the OEM rubber insulators.

Refer to Figure 7.

6. Install the **Tail Pipe** onto the **Over-Axle Pipe** using the remaining **4" Band Clamp**.

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7. 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.

Down pipe:

8. Install the **Upper Pipe** in the reverse order of removing the upper section of the OEM pipe. Again, it is tight, but it will fit. Once the **Upper Pipe** is in position, loosely install the OEM V-band Clamp. **See Figure 8.**

9. Install the **Lower Pipe** by first sliding the supplied **4" Band Clamp** over the pipe then sliding it onto the **Upper Pipe**. Do not tighten yet.

10. Using the supplied **M10 Hex Bolts**, loosely secure the 2-bolt down pipe flange to the OEM flange. **Refer to Figure 9.**

11. Ensure that there is enough clearance between the **MBRP** Downpipe Assembly and the firewall, transmission cooler lines, and frame. Adjust if necessary. Once clearances have been checked, tighten all clamps and flanges.

12. Reinstall the OEM turbo heat shield with the previously removed hardware.

Congratulations! You are ready to begin experiencing the improved power, sound and driving experience of your **MBRP** Performance Exhaust system. We hope you enjoy your purchase.