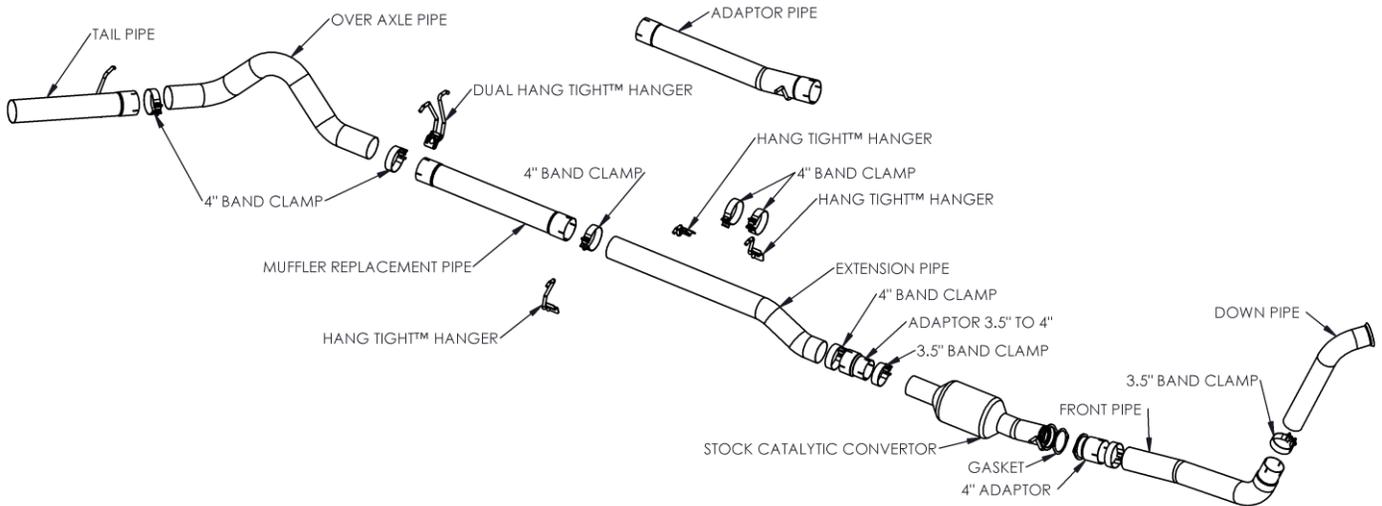


# S6212PLM/SLM

2003-2007 FORD F250/350 6.0L POWERSTROKE, EXCLUDES REGULAR CAB,  
TURBO BACK, (RETAINS FACTORY OR APPROVED CAT), 4" SINGLE SIDE

# MBRP®

February 8, 2021



## 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:

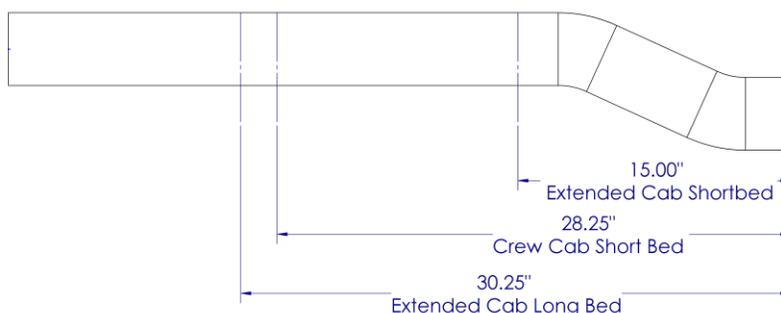
1. Loosen the nut on the band clamp located behind the catalytic converter using a 15mm wrench or socket.
2. If a hoist is being used for the installation, the original exhaust system can be removed in one piece by removing the passenger side shock. If a hoist is not being used the tail pipe must be cut behind the muffler to be removed.
3. Remove the muffler and tail pipe from the OEM rubber hangers and separate the stock exhaust at the slip joint located behind the catalytic converter and remove the muffler and tail pipe from under the truck. **Re-install the passenger side shock.**
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 re-installation 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. It is recommended that this only be done by qualified, trained professionals using tools and equipment designed to safely carry out this procedure.)

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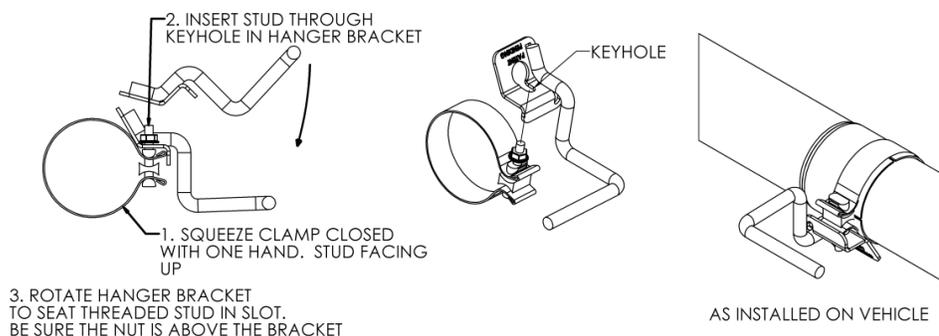
## Installation of MBRP Performance Exhaust

**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 Front Pipe to the Down Pipe using a 3.5" Band Clamp to secure the slip joint.
3. Attach the 4" Adaptor to the front pipe with a 4" Band Clamp.
4. Attach the factory catalytic converter to the 4" Adaptor by placing the Gasket supplied between the flanges and installing the two nuts that were removed previously.
5. Attach the Adaptor 3.5" to 4" to the outlet of the Catalytic Converter using a 3.5" Band Clamp.
6. Install the Extension Pipe into the Adaptor 3.5" to 4". See Figure 7. The Extension Pipe provided is pre-cut for the crew cab long bed configuration. All other configurations will require this pipe to be cut.



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



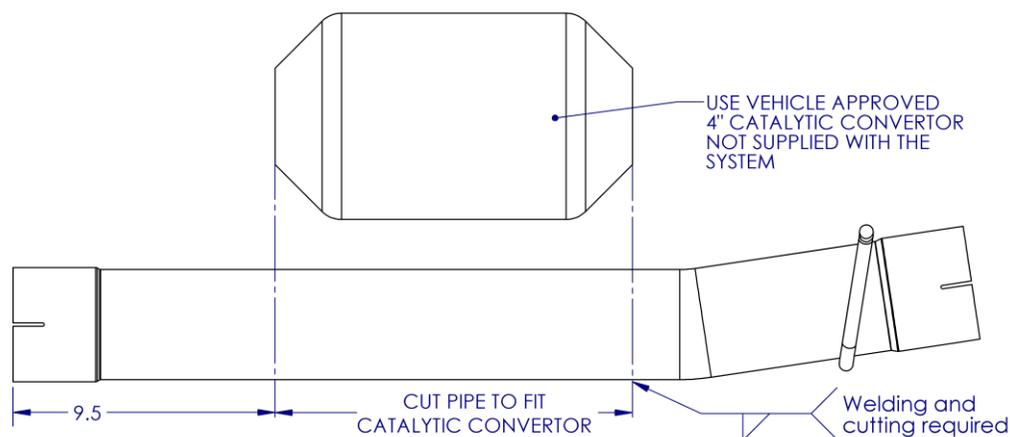
8. Install the appropriate Hang Tight™ Hanger over the Extension pipe and into the OEM rubber hanger. Install the Muffler Replacement Pipe over the Extension Pipe using the next Hang Tight™ Hanger. Install the Dual Hang Tight™ Hanger into the two OEM rubber hangers located above the outlet of the Muffler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

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- 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 Outlet. Install the Tail Pipe hanger into the OEM hanger, then adjust for best axle clearance and Tail Pipe exit location to complete.
- 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.

## **Installation of MBRP Performance Exhaust Replaces Stock Cat**

- If the Catalytic Convertor needs to be replaced use the **Adaptor Pipe** provided and a Catalytic Convertor (Not included) **See Figure Bellow**. Cutting and welding are required.



ADAPTOR PIPE TO WORK WITH 4" CATALYTIC CONVERTORS  
MAGNAFLOW 60011 (Federal compliance) or comparable product.  
Check and follow regulations where your vehicle is registered before proceeding.

- Follow the **Installation of MBRP Performance Exhaust Retains Stock Cat** but use the new welded Catalytic Convertor & **Adaptor Pipe** instead of the items used in Steps (3-5). The **Adaptor Pipe** Assembly attaches to the **Front Pipe** with a 4" Band Clamp. The **Extension Pipe** can be installed **directly to the Adaptor Pipe** Assembly with a 4" Band Clamp.

**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.