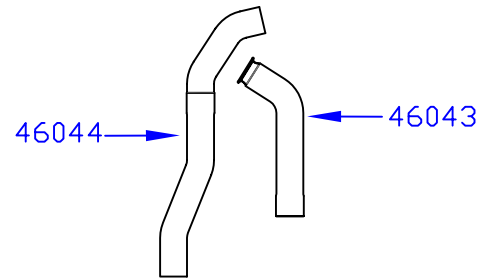




Installation diagram for:  
**4" TURBO DOWNPIPE #1067**  
2003-2007 FORD F250 / F350 SUPER DUTY  
6.0L POWERSTROKE TURBO DIESEL  
AUTOMATIC TRANSMISSION ONLY



## Removal

- 1) At the bottom of the stock down-pipe there will be a two bolt, flanged connection. Remove the two nuts and remove the rear portion of the system. This section may or may not include a catalytic converter. If it does, it will legally need to be reinstalled.
- 2) On 2003-2004 models the factory down-pipe from the turbo is wrapped in several sheets of heat shielding that is secured with 1/4" wide stainless straps. This shielding needs to be removed in order to get the down-pipe out. The stainless straps can be cut with a cut off wheel or tin snips. Once the straps are cut, the layers of shielding can then be worked out one at a time with some effort (be very careful as the stuff is sharp).
- 3) On 2003-2004 models remove the transmission dipstick and upper section of the tube. There is a stud with a nut on the right cylinder head that secures the tube. Once this nut is removed, the dipstick tube can be pulled out and moved out of the way during the installation of the down-pipe.
- 4) On 2003-2004 models located at the rear of the left cylinder head there is an engine lifting plate (black) that must be unbolted and removed in order to get the down-pipe out. It is fastened with two 6mm allen head screws. They are difficult to reach, but not impossible.
- 5) Cut the stock down-pipe at a point about 18" ahead of the bottom flange. This is necessary to get the pipe to clear the cross-member during removal.
- 6) From the top of the engine, there is a V-band clamp at the rear of the turbo housing that secures the down-pipe. Use an 11mm deep socket to loosen and remove the single T-bolt/nut on this clamp. Once this is loose, it may be necessary to "whack" the pipe with a hammer from below in order to break the clamp connection loose. This will allow the remaining section of down-pipe to be removed by twisting and working it out down through the bottom side.
- 7) On 2003-2004 models once the down-pipe is removed, on the right side of the firewall is a small stud sticking out that fastens the heat shielding blanket to the firewall. This stud needs to be trimmed down to make the down-pipe installation easier. This can be done using a sawsall or cut-off wheel.

## Installation

- 1) From the bottom, fit the upper down-pipe **#46043** up into position on the turbo outlet. Use the original V-band clamp to secure the pipe to the joint. Snug up the bolt on the clamp, but leave it loose enough to allow pipe to rotate slightly. You will fully tighten this clamp after the remainder of the system is installed. *Note: On 2005-2007 models it is extra tight placing #46043 up and into place and requires a tap with a rubber mallet.*
- 2) Carefully slide the lower down-pipe **#46044** over the cross-member from the rear and up into position on the upper down-pipe.
- 3) Connect to the rear portion of the system as required. This may require some fabrication, and will vary depending on what the system consists of. We recommend fully welding all connections to ensure a solid leak-free installation.