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2003-2007 Turbo-Back 6.0 Ford Power Stroke
F250/F350 2 and 4 wheel drive (Single System)
(Off-road only for models equipped with Converter)
Not for Commercial Trucks

Removal of Stock System:

ANSA Automotive recommends that exhaust systems be professionally installed. Please use all necessary precautions to insure a safe installation. Read all instructions provided before proceeding with the install.

Warning: Allow the exhaust system to cool before attempting to remove or you will be subject to severe burns. If the vehicle is to be jacked up, please make sure it is stable and secure before removing any parts.

Tip: A can of WD40 or something similar would be a great help in removing nuts and bolts on an old system. It also comes in handy when removing and installing the rubber grommets used with the hangers. Wearing safety glasses would be advisable.

Step 1: Open your box and make sure everything is there and fits together before you start. Determine what you will be taking off the vehicle and spray it with the WD40. Most of the original systems are one piece at the back. You may have to lift the body of the vehicle to remove the muffler and tailpipe without cutting. Find something to support the muffler (i.e. jack stand) before you start removing the hangers. Spray the hangers with WD40. Using a large screwdriver or crowbar, lever the rubber grommets off. Save these as some will need to be reused.

Step 2: Remove nut from band clamp in front of muffler with a 15mm wrench or socket.

Step 3: Remove rear exhaust from rubber hangers. Remove bottom shock bolt at rear of truck and separate the stock exhaust at the slip-joint at the muffler.

Step 4: Remove the muffler and tail pipe from under the truck. Re-install the bottom shock bolt.

Step 5: Remove the extension pipe from the catalytic converter using a 15mm deep socket on the band clamp on the outlet end of the converter.

Step 6: Remove the converter by disassembling the flange at the inlet using a 15mm wrench or socket.

Step 7: Remove down-pipe – From under the hood, remove band clamp with an 11mm deep socket at the turbo and cut the pipe in front of the transmission cross-member to remove. On models with heat shields on front pipe remove heat shield to remove front pipe. (Note: The stock down-pipe can be removed in one piece by removing the transmission cross-member. It is recommended that this procedure be done only by qualified trained professionals using tools and equipment designed for safety to carry out this process.)

Installation of Silverline™ Performance Exhaust:

Installation tip: Mark all pipes that insert into expansion joints with marker for proper overlap and sealing to ensure that pipe is inserted enough to seal the slots in expanded portion of pipe. Whenever possible you want at least a ½" clearance between any exhaust pipes and points on the vehicle. Less than that could cause heat transfer or vibration. Pipes that clamp together should always overlap a minimum of 2". If the pipes are slotted, make sure they overlap enough or they will leak. When using the clamps, position them about a ¼" to ½" from the end of the pipe making sure part of the clamp is behind the slots when tightening.

Step 8: Install down-pipe. Do NOT fully tighten until all components are in place.

Step 9: Install the mid-pipe to the down-pipe using a 3 ½" clamp to secure the slip joint. Note: Do NOT tighten until all components are installed.

Step 10: Install extension pipes to the down pipe.

(Installation tip: Temporarily hang the muffler and tail pipe in place using the (2) OEM rubber hangers and measure to the down pipe to determine the length needed. The extension pipe supplied is pre-cut for the 172" wheelbase truck. All other wheelbases will need to cut the pipe to length.)

Step 11: Install the muffler over the extension(s). The "T" hanger-clamp is used at the rear of the muffler and installed into the OEM rubber hangers above.

Step 12: Install the tail pipe into the muffler and OEM rubber grommet.

Step 13: Starting at the front-pipe, tighten ALL connections. If you are using a stainless tip, make sure you do not allow it to extend too far past the body of the vehicle. A hot pipe or sharp edges could cause injury. Start the vehicle and check for leaks as this is vital for safety, sound, and the best fuel performance. A few days after the installation check that everything is still in position and tightened.

NOTE: Installation of the dual Silverline™ Diesel Performance Exhaust System should be completed on a heavy-duty lift and in many cases requires cutting instruments to remove the stock exhaust. As such, ANSA Automotive recommends that exhaust systems be installed by a trained automotive technician.

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