



dB Performance Exhaust System Installation
Cat-Back Exhaust System
2011 Ford F-250 & F-350 Super Duty 6.2L V8 Non-Dually
Single Side Exit w/ 5.0" Slash Cut Tip
PART NUMBER 24390

Please take time to read and understand these installation instructions.

We recommend that the installation of this system be performed by a qualified service center or professional muffler installer who has the necessary equipment, tools and experienced personnel. However, if you decide to perform this install, the use of a hoist and an additional person will be required.

CAUTION: Never work on a hot exhaust system. Allow time for the vehicle to cool. Always wear eye protection when working under a vehicle.

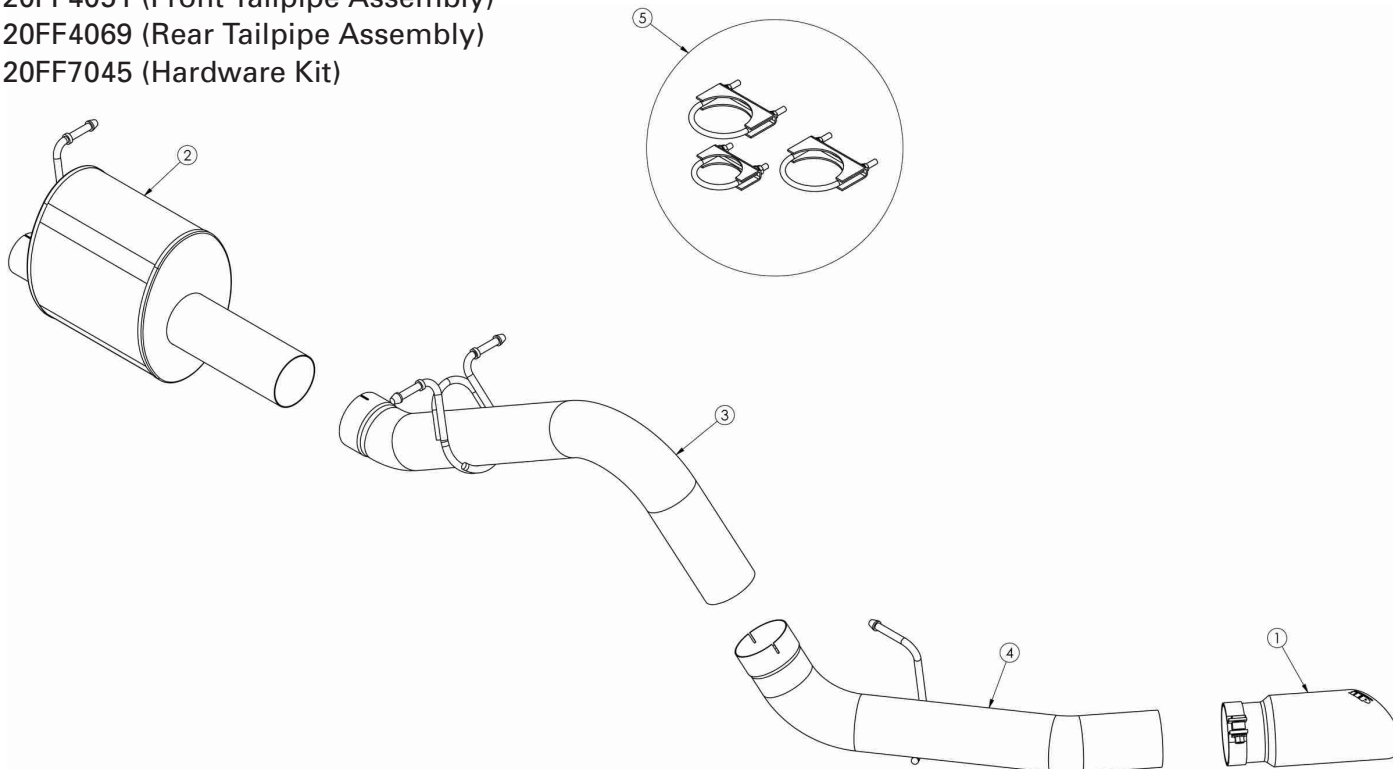
Please confirm that all parts are present before beginning the factory exhaust system removal and dB Performance Exhaust system installation.

Recommended Tools:

- Safety Glasses
- 10mm Socket
- 15mm Socket
- 3/8" Ratchet
- Grommet Pullers
- 12" Ratchet Extension
- Torque Wrench
- Soap & Water Solution
- 9/16" Socket

Bill of Materials:

- 1- 14021 (dB Performance Tip)
- 2- 20FF2002 (dB Muffler Assembly)
- 3- 20FF4051 (Front Tailpipe Assembly)
- 4- 20FF4069 (Rear Tailpipe Assembly)
- 5- 20FF7045 (Hardware Kit)



Removal of Stock Exhaust System:

1. Loosen the clamp nearest to the inlet of the factory rear muffler using a 15mm socket and ratchet. **(See Fig. A)**
2. Unbolt the rear muffler hanger mount from the chassis using a 10mm socket and ratchet. **(See Fig. B)**
3. Unbolt the rear tailpipe hanger mount from the chassis using a long extension, and a 10mm socket and ratchet. **(See Fig. C & D)**
4. Remove both of the front tailpipe hangers from the rubber isolators on the hanger mounts using a grommet puller or similar device **(See Fig. E)**

NOTE: The use of a soapy water solution may aid in the removal and later installation of the hangers in the rubber isolators.

5. Carefully remove the entire rear section of the stock exhaust system from the vehicle by separating it from the clamp joint that was loosened in step 1, and then moving it forward and down past the rear axle. The stock exhaust is removed as one piece and is fully intact.
6. With the stock exhaust section on the ground, remove the factory muffler and rear tailpipe hangers from the rubber isolators on the hanger mounts using a grommet puller or a similar device. **(See Fig. F & G)** Note the position and orientation of each hanger mount. Set aside the muffler and tailpipe hanger mounts and the retaining nuts and bolts to be reused during the installation process.
7. Removal is now complete. Installation of your dB Performance exhaust system can now begin.



FIG. A

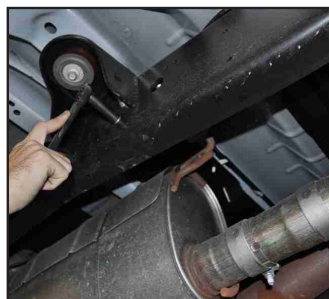


FIG. B

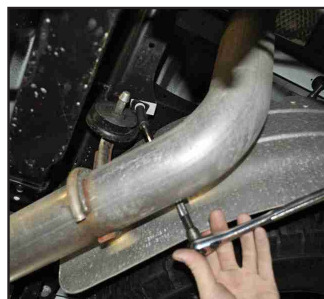


FIG. C

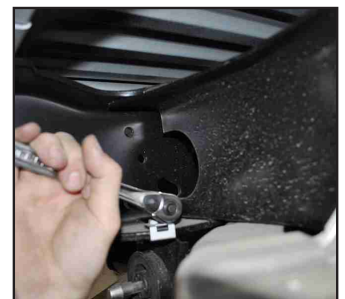


FIG. D

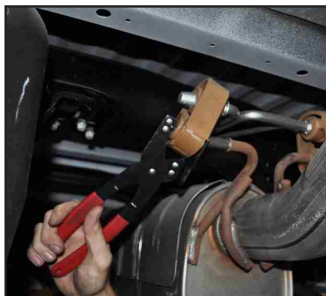


FIG. E



FIG. F



FIG. G

Installation of dB Performance Exhaust System:

NOTE: The supplied double edge clamps in this system will crush and permanently deform the exhaust piping as they are tightened. **DO NOT** tighten these clamps any more than is necessary to lightly hold the exhaust components in place, until the very end of this installation process. It will be difficult or impossible to make any positional or rotational adjustments to the exhaust system after these clamps have been tightened down.

VERY IMPORTANT: Align all clamps so that the open edge of the clamp bracket is parallel and aligned with the notch in the pipe, and the outside edge of the clamp bracket is approximately 1/8" from the end of the pipe expansion. (See Fig. H) > Failure to properly position or orient the clamps could result in a weak clamping load, or even a potential leak at the clamp joints.

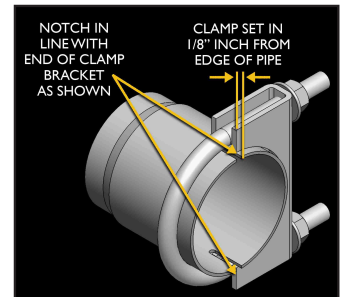


FIG. H

1. Remove all exhaust system components from the shipping carton, including the three supplied clamps.

NOTE: Using a soapy water solution on the muffler hanger grommet at this time will make the following step much easier to accomplish.

2. Locate the dB Performance muffler assembly, the supplied 3" clamp, and the muffler hanger mount, along with the two 10mm mounting nuts, set aside in step 6 of the removal process. Insert the muffler hanger into the factory muffler hanger grommet. Note the proper orientation of the muffler hanger mount as shown in the figure. (See Fig. I)
3. Slide the 3" expanded end of the muffler inlet pipe onto the factory intermediate pipe. (See Fig. J) Align the hanger mount with the mounting holes in the chassis, and secure with a 10mm socket and ratchet. (See Fig. K & L) Torque the 10mm nuts to factory specs.



FIG. I



FIG. J

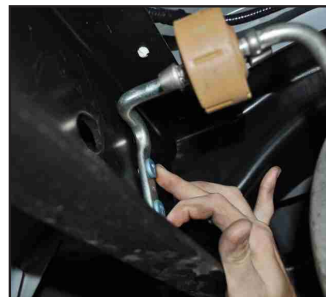


FIG. K

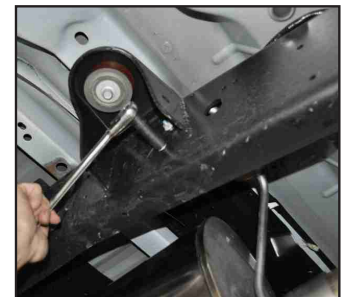


FIG. L

Continue to step 4.

4. Secure the muffler in place with the supplied clamp as shown, using a 9/16" socket and ratchet, making sure to only tighten the clamp nuts just enough to hold the muffler onto the intermediate pipe. Note the position and orientation of the clamp. **(See above clamp notes & See Fig. M)**
5. Locate the front tailpipe assembly, and one of the supplied 4" clamps. Slide the expanded end of the tailpipe onto the outlet of the muffler. **(See Fig. N)** Insert both of the front tailpipe hangers into the corresponding rubber grommets. **(See Fig. O)** Once again, a soapy water solution will aid in the installation process of the hangers.
6. Secure the front tailpipe in place with the supplied clamp as shown, using a 9/16" socket and ratchet, making sure to only tighten the clamp nuts just enough to hold the front tailpipe onto the muffler. **(See Fig. P)**
7. Locate the rear tailpipe assembly, the last supplied 4" clamp, and the tailpipe hanger mount, along with the two 10mm mounting bolts, set aside in step 6 of the removal process. Insert the tailpipe hanger into the factory tailpipe hanger grommet. Note the proper orientation of the rear tailpipe hanger mount as shown in the figure. **(See Fig. Q)**
8. Slide the expanded end of the rear tailpipe onto the outlet of the front tailpipe. **(See Fig. R)** Align the hanger mount with the mounting holes in the chassis, and secure with a 10mm socket and ratchet, and a long extension. Torque the 10mm bolts to factory specs. **(See Fig. S & T)**

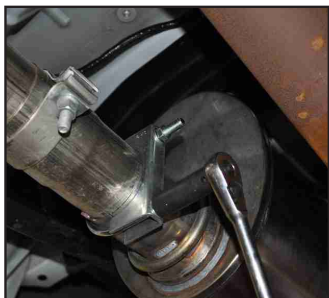


FIG. M



FIG. N

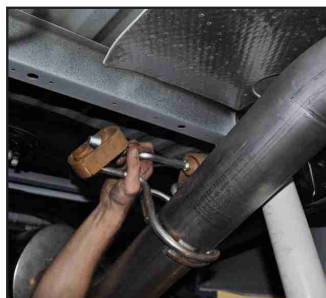


FIG. O



FIG. P

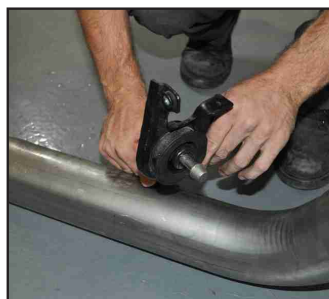


FIG. Q

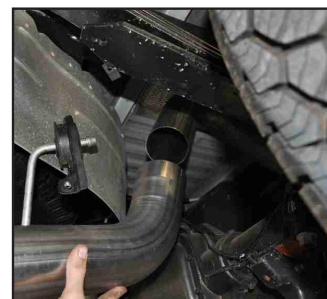


FIG. R



FIG. S

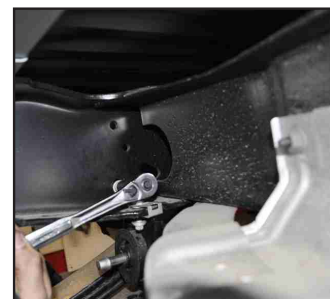


FIG. T

Continue to step 9.

9. Rotate the rear tailpipe assembly until the rearmost section of the pipe is horizontal, and then secure it with the supplied clamp as shown, using a 9/16" socket and ratchet, making sure to only tighten the clamp nuts just enough to hold the rear tailpipe onto the front tailpipe. **(See Fig. U)**
10. Locate the dB Performance 5" slash cut tip assembly, which has a clamp built into it. Slide the clamp end of the tip onto the end of the tailpipe. **(See Fig. V)** Rotate the tip until the dB Performance logo is centered on the top side of the tip. Snugly tighten the clamp as shown using a 15mm socket and ratchet, making sure to only tighten the clamp enough to hold the tip in place on the tailpipe. **(See Fig. W)**
11. Visually inspect the exhaust system position, tip alignment, clamp orientation and position, and exhaust pipe clearance. Make any necessary adjustments at the slip joints.
12. Start at the front of the vehicle, and tighten the nuts on the three supplied clamps. Torque the nuts on the clamps to 35 ft-lbs. Finally, tighten the clamp that is built into the tip to 45 ft-lbs.
13. It is **STRONGLY SUGGESTED** that all clamps be checked and re-tightened (if necessary) to the recommended torque after initial road testing of the vehicle, as thermal cycling has occurred on the system. Please wait until system has fully cooled to perform this step.

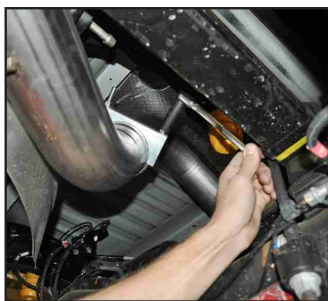


FIG. U



FIG. V



FIG. W

NOTE: During cold weather start-ups, you may experience an exhaust sound that is deeper and louder in tone than usual. This is temporary and will diminish to normal levels once your engine has reached its normal operating temperature.

NOTE: Immediately following the installation of your exhaust system, you may experience a trace of smoke after initial start-up. DO NOT be alarmed. The smoke is caused by the burning of a small amount of forming oil residue used in the manufacturing process.