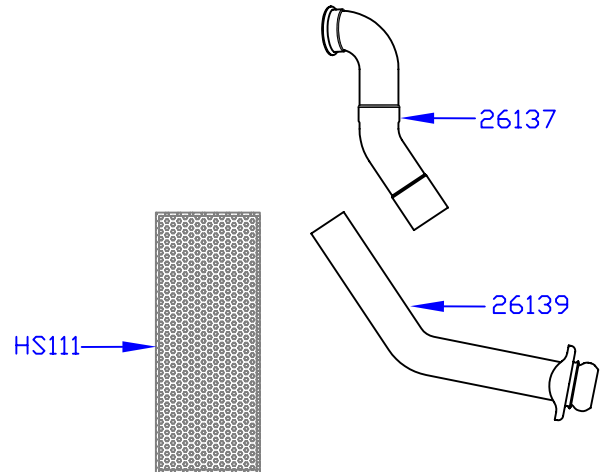




Installation diagram for:
3" DOWNPIPE KIT #1029
 1994-1998 FORD F250 / F350
 7.3L POWERSTROKE DIESEL

PACKING LIST

<u>Qty</u>	<u>Description</u>	<u>Part #</u>	
1	Upper Down Pipe	26137	
1	Lower Down Pipe	26139	
1	Heatshield	HS111	
1	Parts Kit	PK387	
1	3" Ring Clamp	MC300R	
1	Flange	SF030	
2	3-3/4" Hose Clamp	MC375H	
2	3/8" NC x 2-1/2" Hex Bolts		
2	3/8" NC Hex Nuts		
2	3/8" Flat Washers		
2	3/8" Split Lock Washers		



12/15/09

Removal

- 1) Begin by removing the two nuts that secure the factory downpipe to the front of the catalytic converter under the truck. Application of a penetrating lubricant is recommended.
- 2) Using a sawsall with a 9" blade, carefully cut the bottom section of the factory downpipe off. There is not much room to work, but try to get the cut as far up towards the turbo as you can. The goal of cutting this pipe is to be able to remove the upper section of the pipe down through the bottom. If the pipe is not cut off far enough up, the pipe will get bound up when attempting to remove it.
- 3) Now lift the hood of the vehicle and locate the V-band clamp at the rear of the turbo unit. This clamp secures the down pipe to the turbo. Loosen the nut on the clamp enough to release the clamp and the down pipe. Due to the V-taper of this clamp, the clamp may not release from the connection after the bolt is loosened. It may be necessary to bang on the pipe from below or carefully pry on the clamp to get the taper joint to release. Once it pops loose, remove and save the clamp for use with the new Flowmaster down pipes.
- 4) The remaining upper portion of the downpipe should now be able to be removed out through the bottom with some patient twisting and turning.
- 5) The upper section of the transmission dip stick tube should now be removed before attempting to install the new Flowmaster pipe. This is done by removing the bolt that secures it to the right/rear side of the engine.

Installation

- 1) From under the vehicle, if you look up towards the turbo there is a lip seam that runs across on the firewall. This seam must be modified to gain enough clearance to get the new 3" diameter downpipe between the bell housing and firewall. This can be done by one of a few methods that you have to choose from: 1) A die grinder or cut-off wheel can be used to trim the appropriate portion of the seam. 2) A hydraulic porta-power can be used with a properly placed spreader attachment to push the effected area of the firewall over. 3) The method we prefer is to use a small crescent wrench placed on the seam to bend it back. This is done a little at a time, moving along the length of the seam.
- 2) From the top, feed the upper pipe section **#26137** down between the firewall and engine. This is a tight fit that may really take some patient twisting, turning, pushing and whatever else, to get the pipe down into position on the back of the turbo housing flange. Once in place, install the factory V-band clamp to hold the pipe in place. Tighten just enough to hold in position.

- 3) **Important** Prepare the lower section pipe **#26139** by first sliding the provided flange onto the pipe and then sliding on the provided ring clamp. You can't go back and put these on after the pipes are assembled.
- 4) Back down under the vehicle, put the lower pipe up into position and slide it into the upper pipe. Use the provided bolts, nuts and washers to connect the two flanges at the catalytic converter ball flare connection. Slide the ring clamp up to the slip-joint between the upper and lower pipe and tighten just enough to hold in place.
- 5) At this point, all of the parts now need to be adjusted by prying, wiggling, turning, etc. to attain proper fit and with adequate clearance. Once this is done, go back and securely tighten up the turbo outlet V-band clamp, catalytic converter flanges and ring clamp.
- 6) The upper section of the dip stick tube can now be reinstalled and bolted back in place.
- 7) The final step is to install the heat-shield wrap onto the lower portion of the pipe. This is best done by forming the shield by hand to roughly match the shape of the pipe and then sliding it into position on the pipe. It is a tight fit with very little room to work, but a little patience will get it into place. Once this is done, use the two provided hose clamps to secure the shield to the pipe.