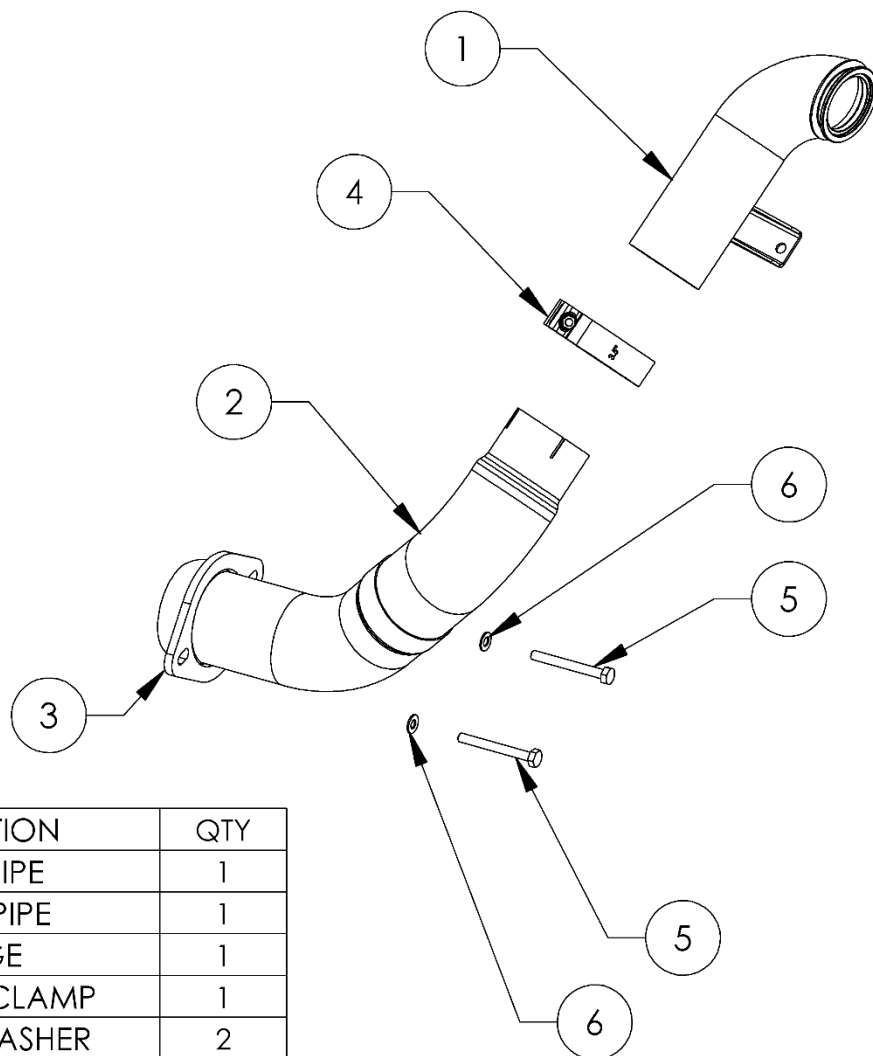


# FS9459/FAL459

2011-2014 6.7L FORD POWERSTROKE ,  
2015 CAB AND CHASSIS ONLY,  
4" DOWN PIPE

# MBRP®



ITEM	DESCRIPTION	QTY
1	UPPER PIPE	1
2	LOWER PIPE	1
3	FLANGE	1
4	3.5" BAND CLAMP	1
5	3/8" FLATWASHER	2
6	M10 X 80MM HEX BOLT	2

## PLEASE READ BEFORE STARTING INSTALLATION

While 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 the following before removal of the factory exhaust:

- that ALL components shown above are present.
- that ALL mating components fit together.
- that there are no damaged components.
- that the system you have purchased is appropriate for your vehicle year, model and configuration.
- that the system will not interfere with any modifications previously installed or planned.
- that you have read and understand these instructions.

If you have any questions or are uncertain about any aspect of the installation of this system to your vehicle please contact your dealer before commencing installation.

# MBRP

## Removal of Stock Down Pipe:



**Figure 1**

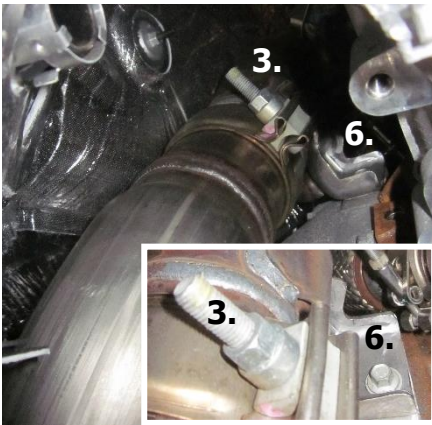
1. Remove the front passenger-side wheel and then remove the wheel liner to access the upper half of the stock down pipe.

2. Remove the 2 OEM bolts from the ball flange at the outlet of the down pipe. Use a pry-bar to shift the particulate filter rearward to allow the OEM down pipe to drop down a few inches.

**Refer to Figure 1.**

3. Loosen the clamp connecting the upper and lower halves of the stock down pipe.

**Refer to Figure 2.**



**Figure 2**

4. Use a pry-bar to shift the particulate filter rearward to allow the bottom end of the OEM down pipe to drop down and be removed.

5. Loosen the OEM V-band Clamp at the turbo outlet. Once loose, the clamp bolt can be released from the clamp.

6. Remove the bolt securing the bracket at the bottom end of the upper down pipe section. **Refer to Figure 2.** Do not discard the bolt.

7. The upper half of the down pipe can now be removed. If it is stuck in place, it may be necessary to use a pry bar and/or an air hammer to loosen it.

## Installation of MBRP Down Pipe:

1. Install the **Upper Pipe** onto the turbo, reusing the stock V-band clamp. It is helpful to expand the v-band clamp over the outer edge of the **Upper Pipe** flange in order to get it properly in place over the turbo outlet flange and the pipe flange. Once the **Upper Pipe** is in position, loosely install the OEM V-band Clamp, orientating it such that the bolt can be easily tightened.

# MBRP



**Figure 3**

2. Reinstall the flange bolt through the bracket on the **Upper Pipe**, then fully tighten the V-band clamp and the flange bolt to secure the **Upper Pipe**.  
**Refer to Figure 3.**

3. Install the **Lower Pipe** by first sliding the supplied **Band Clamp** over the pipe and then sliding it onto the **Upper Pipe**. Do not tighten yet.  
**Refer to Figure 4.**

4. Using the supplied **M10 x 80mm Hex Bolts**, loosely secure the 2-bolt down pipe flange to the OEM flange.

5. Carefully align the system. Align the edge of each band clamp with the edge of the joint it is connecting. 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.



**Figure 4**

6. Replace the wheel liner and the front passenger-side wheel.

**Congratulations!** You are ready to begin experiencing the improved power, sound and driving experience of your **MBRP** Performance Exhaust.

We know you will enjoy your purchase!