



Up-Pipes

1999.5-2003 Ford Powerstroke 7.3





DISCLAIMER

1) By installing this product onto your vehicle, you assume all risk and liability associated with its use.

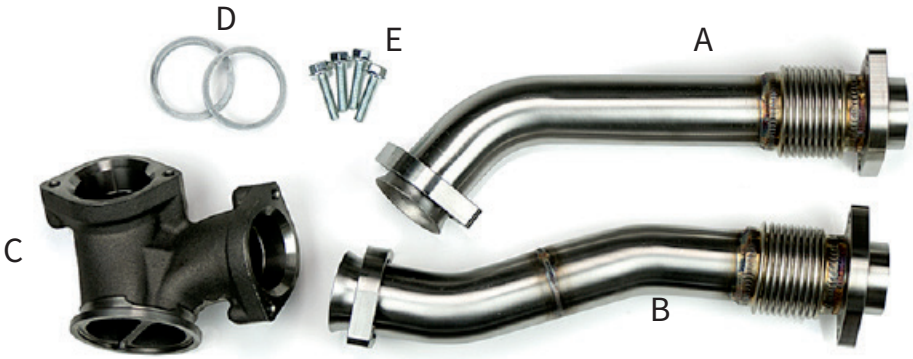
2) It is your responsibility to make sure your vehicle complies with all federal, state, and local emissions laws. Federal and many state and local laws prohibit the removal, modification or rendering inoperative of any part of the design affecting emissions or safety on motor vehicles used on a public street or highway. Violation may result in a fine of up to \$32,500 per vehicle (or possibly higher depending on changes in the law). All civil penalties and fines for removing your vehicle's emissions equipment are the sole responsibility of the end user.

3) Due to its high performance nature, this product may void vehicle manufacturer's warranty.

4) Sinister Mfg Company, Inc. is not responsible for misuse of its products. By installing this product, you release Sinister Mfg Company, Inc. of any and all liability associated with its use.

5) Depending on where you live, restrictions may apply. Check all applicable laws before installing or using!

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PART:	DESCRIPTION:	QTY:
A	Driver Side Up-Pipe	1
B	Passenger Side Up-Pipe	1
C	Cast Merge Collector	1
D	Exhaust Gaskets	2
E	M8x35mm Flanged Hex Head Bolts	4

IMPORTANT: READ ALL INSTRUCTIONS PRIOR TO INSTALL. Prior to installation, please compare the parts that you have received with the bill of materials provided on this page to assure that you have all the parts necessary for the installation.



CAUTION !!! Never work on a hot vehicle. Serious injury in the form of burns can result if the vehicle has been in use. Allow vehicle to cool prior to installation. Always wear eye protection when working on or under any vehicle.

IMPORTANT: Disconnect all batteries whenever working on a vehicle as a safety precaution to yourself as well as the electronic components on the vehicle. We recommend applying lubricant to all exhaust bolts.

Note: Installation is shown outside of vehicle for better visual representation.

1 Downpipe must be removed. If OEM exhaust is still installed, loosen muffler section and pull loose from downpipe. If aftermarket exhaust is installed, front pipe must be removed from downpipe.

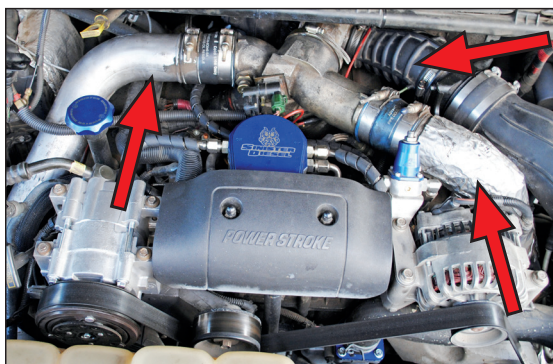


IMAGE 1

2 Using an 11mm or 7/16" socket, remove the clamp holding the downpipe to the turbo. Downpipe must be removed through the bottom of the vehicle. Transmission crossmember may need to be removed to get downpipe out. Be sure to support the transmission before removing the cross member. We recommend re-installing the cross member for the remainder of the up-pipe installation.

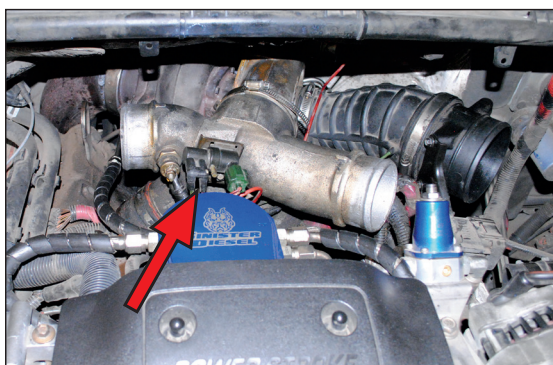


IMAGE 2

3 Remove both of the inter-cooler charge pipes and intake filter system. This includes the cast intake manifold. Be sure to disconnect vacuum lines and electrical connections from intake manifold.

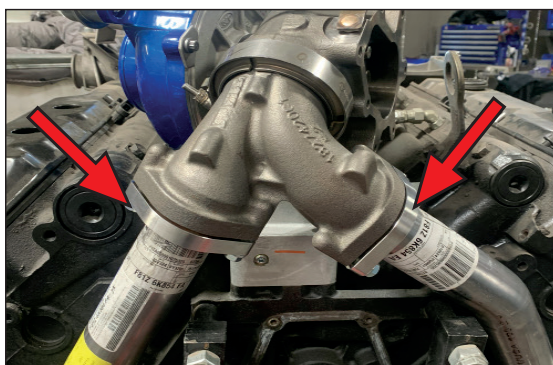


IMAGE 3

3 (Image 1 & 2)

4 Using a 13mm and/or 8mm socket (depending on OEM hardware) with swivel and extension, remove bolts holding up-pipes to turbo “Y-collector”. (Image 3)

5 Using a 13mm and/or 8mm socket and wrench, remove lower bolts connecting up-pipes to exhaust manifolds. (Image 4)

6 Using a 11mm or 7/16” socket, loosen upper v-band clamp holding turbo “Y-collector” to the back of the turbo. (Image 5)

7 Remove OEM “Y-collector.” This may be rusty and seized into place. It is recommended to soak in a penetrating lubricant and may require the use of a rubber mallet to break free. Remove the turbo at this time.

8 Inspect and clean all mating surfaces; This includes the turbo exhaust inlet and exhaust manifold outlets. Be sure these surfaces are free of debris, soot, and/or rust buildup. Failure to thoroughly clean these surfaces may result in an exhaust leak.

9 Install new gaskets onto up-pipes. Be sure to push them all the way to the flange seat.

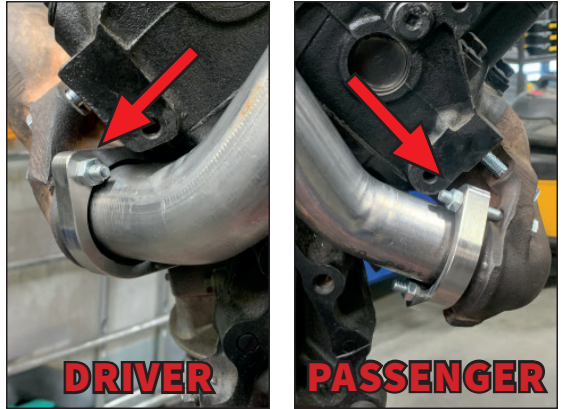


IMAGE 4



IMAGE 5

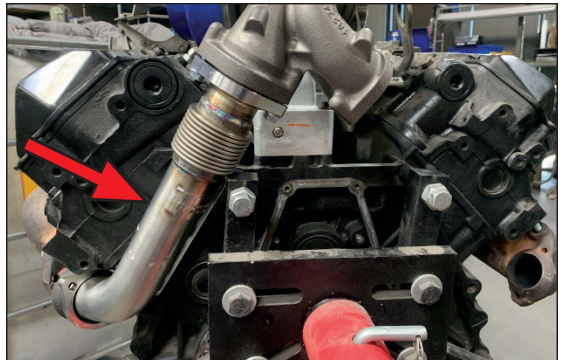


IMAGE 6

NOTE: We recommend using antisieze on all hardware to ensure proper torque and ease of service in the future.

10 Route the driver side up-pipe into place and very loosely secure to exhaust manifold. *(Image 6)*

11 Set new turbo “Y-collector” onto previously installed driver side up-pipe and loosely attach with supplied hardware. *(Image 6)*

12 Route passenger up-pipe into place. Set into “Y-collector” and loosely install supplied hardware. *(Image 7)*

13 Loosely install supplied hardware, connecting up-pipe to passenger side exhaust manifold.

14 Install the turbo and be sure upper v-band clamp is loose enough on the back of the turbo. Seat the “Y-collector” to the turbo. This is difficult to see, but you must verify that the alignment dowel is set in the hole of the turbo and the flange of the collector and turbo are sitting flush to each other. Secure the turbo and connect back pressure valve linkage.

15 Using an 11mm or 7/16” socket, begin to snug the upper v-band clamp. Be certain that the collector doesn’t come loose from the turbo. *(Image 8)*

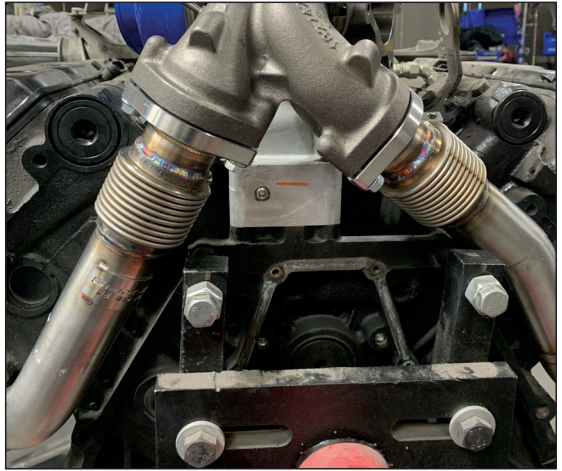


IMAGE 7

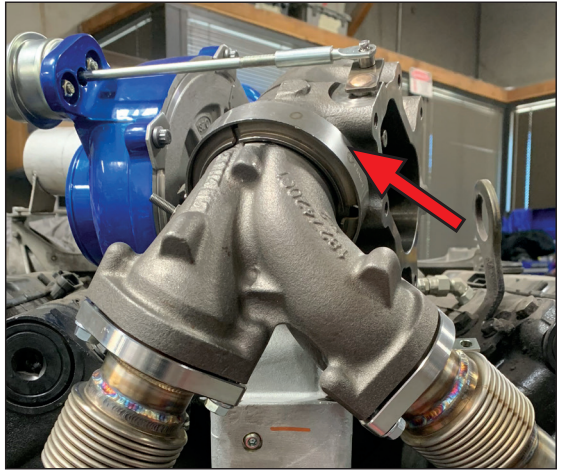


IMAGE 8



IMAGE 9

16 Using a 13mm socket and wrench, start from the bottom (exhaust manifold) and snug each bolt evenly. Then move to the upper bolts and snug those.
(Image 9 & 10)

17 Tighten hardware in the following order to OEM specs: upper v-band calmp, upper up-pipe bolts and lower up-pipe bolts.

18 If transmission crossmember was originally removed to remove the downpipe, securely support the transmission and remove the cross member.

19 Using factory v-band calmp, re-install downpipe to exhaust outlet on the turbo. Do not fully tighten clamp at this time.

20 Re-install transmission corss member and torque to OEM specs.

21 If equipped, install front pipe to downpipe and complete the connection to remainder of the exhaust.

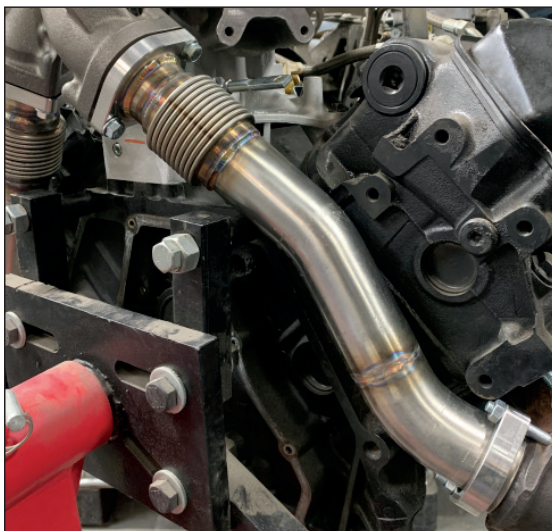


IMAGE 10

22 Once exhaust is set and aligned, tighten upper v-band clamp on the downpipe to OEM specs. Make sure all remaining clamps are tight according to OEM specs.

23 Re-install intercooler charge pipes, intake manifold and intake system.

24 Installation is complete! We recommend after 2-3 complete heat cycles, verify everything is still tight and/or re-torque to OEM Specs.





#1 IN PERFORMANCE PARTS & KITS