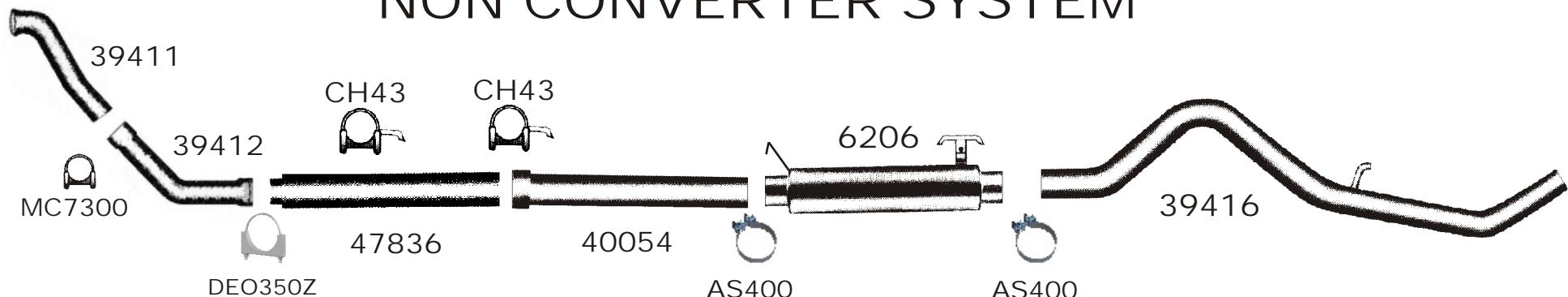


RACE
APPLICATION
ONLY

821

1994-97.5 FORD 7.3L 4" SINGLE WITH HANGERS
NON CONVERTER SYSTEM



- 1-39416
- 1-6206
- 1-40054
- 1-47836
- 1-39412
- 1-39411
- 2-CH43
- 1-MC7300
- 1-DEO350Z
- 2-AS400

FLO~PRO
PERFORMANCE EXHAUST

PICKED BY: _____



**WARNING: BEFORE YOU BEGIN, VERIFY
THAT YOU RECEIVED THE RIGHT KIT &
EACH PART LISTED ON THE REVERSE PAGE**



**KIT #821
1994 - 97.5 FORD 7.3L 4" SINGLE
NON - CONVERTER SYSTEM**

REMOVAL OF ORIGINAL SYSTEM

1. Starting at turbo, remove the band clamp from the down pipe at the turbo. Loosen the bolt enough to unlatch, and then pry the clamp away from the flange at three spots with a flat-headed screwdriver. Remove clamp. (**Note: keep the stock band clamp as it will be used with the new system**).
2. Cut the exhaust in two places. First the down pipe next to the transmission, and second in front of the muffler. Spray the hangers with WD-40 or Loosen-All and then pry hangers from the rubber and remove the factory exhaust. (**Note: a sawzall or hacksaw is the preferred method of cutting exhaust**).

INSTALLATION INSTRUCTIONS

1. Install pipe #39411, using factory turbo band clamp. Snug the clamp down so it will hold the pipe but the pipe can still be moved.
2. Install #39412. (**Note: be sure to put 3" clamp on pipe before installing**).
3. Install #47836 with clamp hanger #CH-43 mounted into first rubber hanger on truck frame.
4. Temporarily hang muffler in factory rubber hangers. Measure from the front connection of muffler to end of pipe #47836, this is the cut length of pipe #40054. (**Note: be sure to allow for tubing connections, approx. 4", also make sure to cut from the non-expanded end of pipe**).
5. Install pipe #40054 with clamp hanger #CH43 mounted in second rubber hanger on truck frame.
6. Install muffler on factory rubber hangers slipping front connection onto rear of pipe #40036.
7. Install pipe #39416 into rear of muffler and out on the right side of truck and hang using factory rubber hangers.
8. Install all clamps.
9. Snug the clamps down so they will hold the pipe but the pipe can still be moved with some effort. **Check for clearances, i.e. brake lines may have to be moved or e-brake cables as well as axle vent tube**, also check to make sure that the exit of tail pipe is level with truck.
11. Starting at pipe #39411, tighten the turbo band clamp. Starting with the front clamp, tighten all of the clamps working your way to the back of truck. (**Note: a mig weld should be applied to clamp connections for added security**). **DO NOT WELD CLAMPS**.

Note: Universal converter adapter kit#4000 is required on all converter-equipped models.

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