



P/N
49-43001
49-13001

FORD POWER STROKE

1994-1997 V8-7.3L (td)
AUTO TRANS 4X2 & 4X4 ONLY

DIESEL EXHAUST

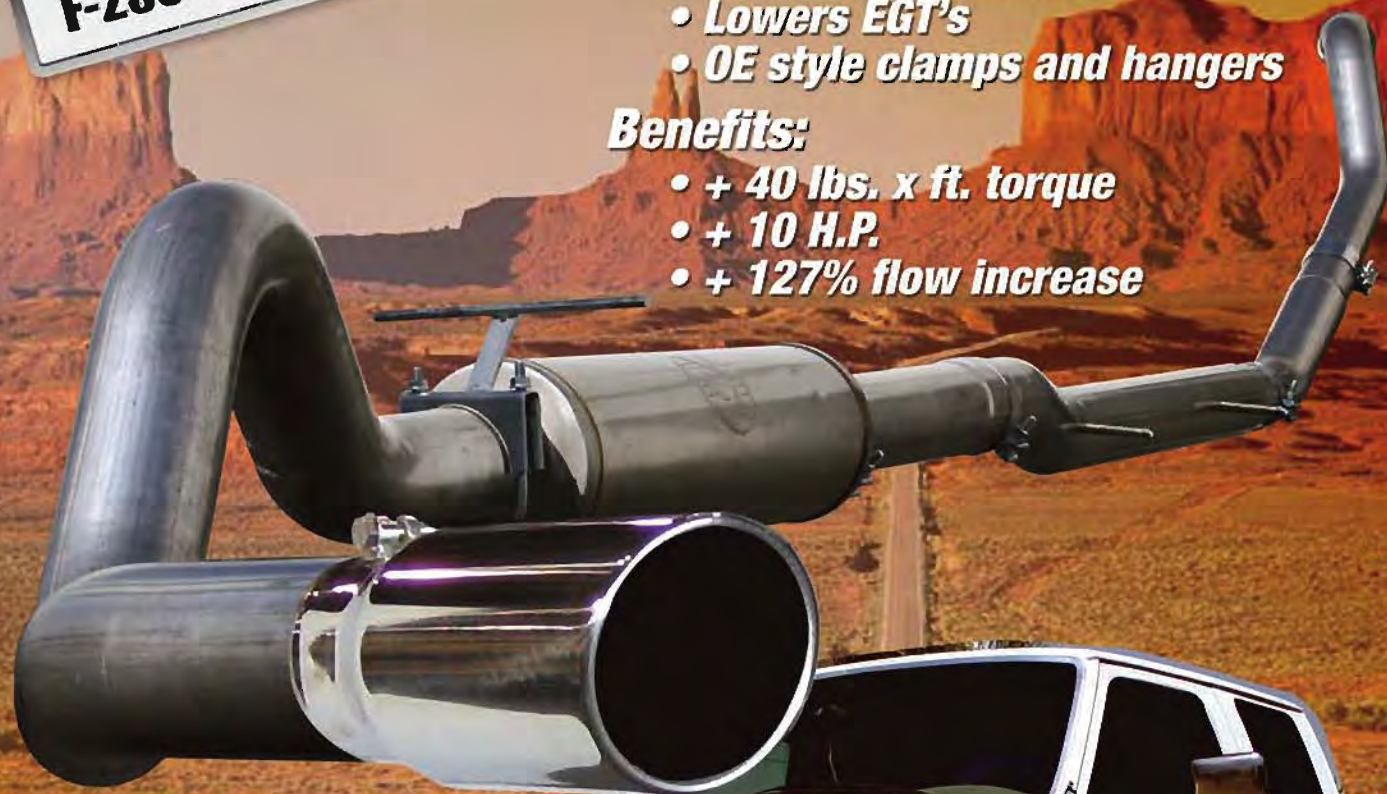


Features:

- High performance
- 4" mandrel-bent
- 409 SS or aluminized
- Lowers EGT's
- OE style clamps and hangers

Benefits:

- + 40 lbs. x ft. torque
- + 10 H.P.
- + 127% flow increase



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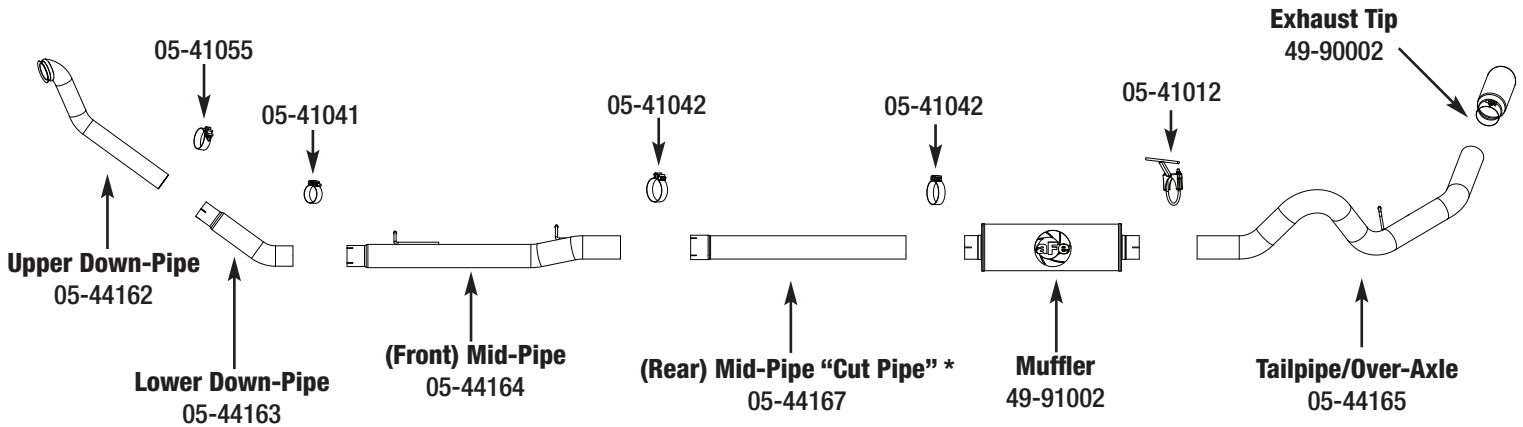




Installation Instructions for: FORD POWER STROKE 1994-1997 V8-7.3L (td)

Auto Transmissions 4X2 & 4X4 ONLY

49-43001 (409SS) Turbo-Back Off-road



1: (Read Instructions prior to installation) Removal of stock exhaust down-pipe:

- Remove transmission dipstick and upper dipstick tube (13mm behind cyl head).
- Disconnect transmission cooler line near dipstick tube and cap-off to prevent dirt entry. Remove spring clips holding both cooler lines together and flex the line out of the way.
- Remove the band clamp at the turbo.
- Place a jack under the transmission tail shaft or transfer case.
- The down-pipe can be removed by raising and lowering the rear of the transmission while twisting the down-pipe and wiggling free. It may be necessary to loosen and rotate or remove the right bank exhaust crossover tube for extra clearance.

2: Installation of aFe upper down-pipe:

- The sheet metal pinch seam at the lower firewall needs to be flattened for down-pipe clearance. This can best be done by using the spreader wedge attachment on a hydraulic hand pump porta-power kit. These are available at most tool rental shops. Use extreme caution to prevent transmission case breakage. This can also be done with hand tools such as locking pliers but the heat shield must be removed to access.
- Install the upper turbo down-pipe from below. It may be necessary to raise or lower transmission tail for clearance.
- Attach the turbo band clamp to the down pipe but do not fully tighten.
- Raise or lower the rear of the transmission and install the crossmember.

3: Install the lower down-pipe then install the front mid-pipe. Fasten the clamp onto the slip joint but do not fully tighten

4: Install the tailpipe/over-axle tube. Use the factory isolation mounts when possible.

5: Now with the tailpipe/over-axle tube in place, fasten the muffler in position using the two clamps indicated.

6: Next install the mid-pipe extension. The mid-pipe extension will need to be shortened for different wheel bases (trim the muffler end do not cut the expanded slip-over end).

7: Reattach the transmission cooler line, upper dipstick tube, dipstick, and tighten the exhaust crossover tube if loosened.

8: Now make sure to tighten all clamps from front to rear. Install the exhaust tip and tighten. Your installation is now complete. It is recommended to re-tighten all parts after 50-100 miles.

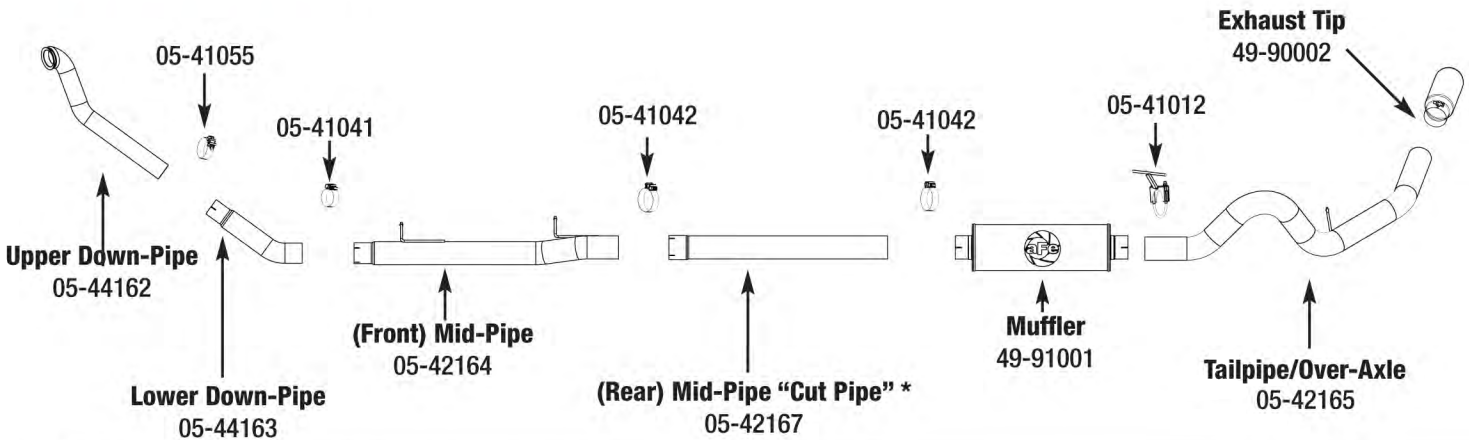
NOTE:

* (Rear) Mid-Pipe Tube will not need cutting if being installed on: **Crew-Cab LB**
Other models: Cut tube to length.

Important: Do not cut expanded end of tube

- aFe recommends that the tailpipe be at least 1/2"-1" away from any body panels to avoid heat related body damage. **Tighten and secure.**

Caution: Allow time for your vehicle to cool down prior to installation. When working on or under your vehicle proceed with caution. Exhaust systems reach high temperatures and may cause serious burns. Wear protective safety equipment; eye goggles and gloves to ensure a safe installation. **aFe recommends professional installation on our products.**



1: (Read Instructions prior to installation) Removal of stock exhaust down-pipe:

- A)** Remove transmission dipstick and upper dipstick tube (13mm behind cyl head).
- B)** Disconnect transmission cooler line near dipstick tube and cap-off to prevent dirt entry. Remove spring clips holding both cooler lines together and flex the line out of the way.
- C)** Remove the band clamp at the turbo.
- D)** Place a jack under the transmission tail shaft or transfer case.
- E)** The down-pipe can be removed by raising and lowering the rear of the transmission while twisting the down-pipe and wiggling free. It may be necessary to loosen and rotate or remove the right bank exhaust crossover tube for extra clearance.

2: Installation of aFe upper down-pipe:

- A)** The sheet metal pinch seam at the lower firewall needs to be flattened for down-pipe clearance. This can best be done by using the spreader wedge attachment on a hydraulic hand pump porta-power kit. These are available at most tool rental shops. Use extreme caution to prevent transmission case breakage. This can also be done with hand tools such as locking pliers but the heat shield must be removed to access.
- B)** Install the upper turbo down-pipe from below. It may be necessary to raise or lower transmission tail for clearance.
- C)** Attach the turbo band clamp to the down pipe but do not fully tighten.
- D)** Raise or lower the rear of the transmission and install the crossmember.

3: Install the lower down-pipe then install the front mid-pipe. Fasten the clamp onto the slip joint but do not fully tighten

4: Install the over-axle tube. Use the factory isolation mounts when possible.

5: Now with the over-axle tube in place, fasten the muffler in position using the two clamps indicated.

6: Next install the mid-pipe extension. The mid-pipe extension will need to be shortened for different wheel bases (trim the muffler end do not cut the expanded slip-over end).

7: Reattach the transmission cooler line, upper dipstick tube, dipstick, and tighten the exhaust crossover tube if loosened.

8: Now make sure to tighten all clamps from front to rear. Install the tailpipe and tighten. Your installation is now complete. It is recommended to re-tighten all parts after 50-100 miles.

***NOTE:** (Rear) Mid-Pipe Tube will not need cutting if being installed on: **Crew-Cab LB**

Other models: Cut tube to length.

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- aFe recommends that the tailpipe be at least **1/2"-1"** away from any body panels to avoid heat related body damage. **Tighten and secure.**

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