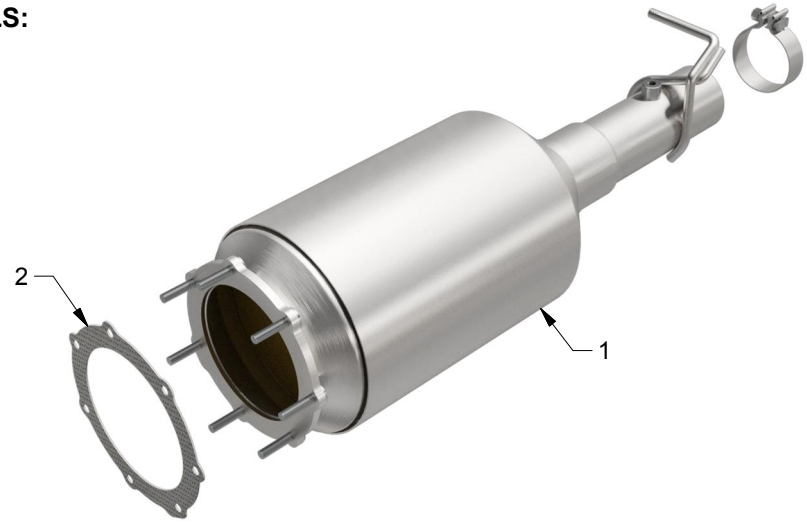
INSTALLATION INSTRUCTIONS

2008-2010 Ford F-250/350 6.4L | PART NO. 60702

BILL OF MATERIALS:



1. DPF ASSEMBLY
2.GASKET 7-BOLT

WEAR SAFETY GLASSES

READ INSTRUCTIONS THOROUGHLY BEFORE INSTALLING PRODUCT

SHOP SUPPLIES:

SPRAY LUBRICANT

To ease removal of existing exhaust components (especially on older vehicles) spray penetrating lubricant on all fasteners and hangers/insulators that will be loosened or removed and let soak before disassembly.

HARDWARE KIT:
1. [1] 4.00" Clamp
2. [7] 10mm Hex Nuts

MINIMUM REQUIRED TOOLS:

15mm

15mm, 14mm

Hanger Tool
(or Pry Bar)

MAGNAFLOW RECOMMENDS PROFESSIONAL INSTALLATION ON ALL THEIR PRODUCTS

WARNING: When working on, under, or around any vehicle exercise caution. Please allow the vehicle's exhaust system to cool before removal, as exhaust system temperatures may cause severe burns. If working without a lift always consult vehicle manual for correct lifting specifications. Always wear safety glasses and ensure a safe work area. Serious injury or death could occur if safety measures are not followed.

ATTENTION: Always install any supplied band or U-bolt clamps to the proper torque specifications of 40-45 ft-lbs for band clamps and 30-35 ft-lbs for U-bolt clamps. Over tightening will result in the clamp breaking and will NOT be warranted by MagnaFlow.

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DPF General Information

Diesel Particulate Filters (DPF)
A DPF or Diesel Particulate Filter works in conjunction with other devices and engine control units to remove particulate matter (black soot) and unburned hydrocarbons from diesel exhaust gases. Soot is a natural byproduct from the combustion of diesel fuel. Inside the DPF, a porous honeycomb substrate collects the black soot as it passes. Unlike a catalytic converter, DPF filter channels are blocked at alternate ends, forcing gasses to flow through the cell walls in order to exit the filter. As the cell walls are porous, the clean gasses can pass through, but the holes are not large enough to let particulate matter (PM) pass through. Instead black soot is deposited on the cell walls and trapped in the filter.

DPF Regeneration
Diesel exhaust flows out of the engine and into the Diesel Particulate Filter; as it passes into the DPF soot is collected on the walls of the DPF. After soot builds up over time, increased pressure and temperatures incinerate the accumulated soot. This is known as regeneration. There are different types of regeneration:

Passive Regeneration Passive Regeneration occurs when operating conditions maintain sufficient exhaust temperature levels, therefore enabling continuous incineration of particulate matter. Passive self-regeneration is completely transparent to the operator and does not affect the vehicles operation or performance. When vehicle operating conditions maintain sufficient exhaust temperature levels, the DPF is continually self-regenerating. In other situations, an active self-regeneration is required to remove the build-up of PM in the DPF.

Active Regeneration is an electronic control unit managed process. When the level of soot in the filter reaches high levels, control units will make small adjustments to engine parameters and will increase exhaust gas temperatures. The optimum temperature required for particle combustion is about 1100°F. Active regeneration may occur every few hundred miles, but it does depend on how the vehicle is driven. Vehicles that are primarily driven on short urban trips will regenerate more often than those primarily driven on highways. This is due to a greater buildup of PM at lower speeds. Regeneration cycles will generally be triggered by back pressure. Failing this, mileage is used as a backup. During active regeneration it is common to see light smoke being emitted from the exhaust system, as particulate matter is burned off. Fuel economy of the vehicle may also decrease during an active regeneration phase.

DPF Warranty Information

DPF Supplemental Limited Warranty:
A Diesel Particulate Filter (**DPF**) is a device designed to reduce emissions from diesel fueled vehicles. A DPF collects and removes particulate matter (black soot) from exhaust gasses. The soot collected by the filter is reduced to ash during regeneration. Regeneration is controlled by the vehicle's engine management system. Engine faults or failures can cause the DPF to become partially plugged or blocked; as a result regeneration may not be possible.

A DPF returned due to blockage will not be considered as a valid warranty claim.

Common Failures:
1. Stuck EGR valve
2. Turbo failure
3. Stuck or leaking Injectors
4. Poor engine maintenance
5. Defective temperature, pressure and/or oxygen sensors
6. Blocked pressure lines Incorrect oil temperature
7. Damaged exhaust system
8. Extended urban drive cycles
9. Incorrect fuel

DPF Warranty Conditions:
The aftermarket replacement DPF is warrantied for mechanical failures provided the vehicle manufacturers guide lines have been followed and all service procedures for engine oil and additives have been observed. It is critical that professional installation methods are used in the replacement process to minimize vibration and leakage opportunities. The DPF is guaranteed to be free from leaks at welded joints, pipes and sensor bosses.

The DPF Warranty will be rejected in the following instances:
1. A blocked or plugged substrate. (This is not a warrantable condition; as this circumstance is attributable to malfunctions external to theDPF).
2. Modification or alteration.
3. Stripped threads.
4. Broken hangers resulting from faulty installation.
5. Damage caused by impact.
6. Vehicle drive cycle related issues resulting from short urban driving cycles, necessitating re-occurring regeneration.
7. Absence of diagnostic data relevant to the potential failure mode.
8. Any DPF subjected to internal cleaning or forced regeneration.