



2011 FORD MUSTANG GT 5.0L FULL LENGTH HEADERS PART# 1633/0/5

INSTALLATION INSTRUCTIONS

TOOLS REQUIRED-6, 8, 10, 13, 15mm socket, 8, 10, 13, 15, 22mm wrenches, ratchet, universal for sockets, various length extensions,

You will be reusing most of the stock manifold studs for header installation. Five required bolts are supplied.

- STEP 1** Disconnect negative battery cable.
- STEP 2** Remove air filter box. Remove the first and second nuts on the top row of studs on the stock header on the driver side. On the passenger side, remove the first top nut that is behind the AC hose. Use long extensions and socket to remove the outside converter pipe nut at the collector of the stock header on the pass side. You won't be able to access it when under the car. Loosen the motor mount nuts on the studs that face up but don't remove yet.
- STEP 3** Raise car up and support on stands or place on car lift.
- STEP 4** Unhook O2 sensor plugs for the front and rear O2 sensors,
- STEP 5** Loosen clamps at front of stock H pipe and then loosen the barrel style clamps at the rear. These rear clamps will be reused with the BBK X-pipe assembly. Remove stock H pipe.
- STEP 6** Remove nuts on converters at the header collectors. Remove converter pipes.
- STEP 7** Remove the four nuts on the round tube support brace under the oil pan and remove brace.
- STEP 8** Loosen the three small bolts on the plastic cover that covers the area around and forward of the rack and pinion. Let plastic cover hang. This will give access to front header nuts.
- STEP 9** Remove the two bolts from the steering u joint at the rack and pinion, remove u-joint so shaft can hang out of the way. **Fig. 1**
- STEP 10** Remove the starter.
- STEP 11** With a jacking device in place under the bellhousing and a block of wood between the jack and bellhousing, remove the motor mount nut on the driverside, jack up engine and remove the four bolts that secure the aluminum mount to the engine block. Remove the aluminum mount. **Fig's 2 and 3**
- STEP 12** Remove all exhaust nuts and remove stock header. Remove stock gasket.
- STEP 13** Remove the studs that correspond to the notches in the BBK header flange. You will install supplied bolts in these spots. **Fig's 4 and 5**
- STEP 14** Install gasket on remaining studs and install BBK header. You might have to raise motor abit more to get header to slide in place. The stock metal gasket will also work if you'd like to reuse it.
- STEP 15** Install nuts and bolts and tighten.
- STEP 16** Reinstall motor mount and lower engine back down, Reinstall nut on mount stud.
- STEP 17** Repeat steps 11 thru 16 for passenger side.
- STEP 18** Reinstall starter, steering u-joint and shaft and round tube lower brace. Reinstall front plastic cover.
- STEP 19** Install supplied front and rear O2 sensor extension wires.
- STEP 20** Remove front and rear O2 sensors. Install the front ones in the collectors of the headers, connect to the front O2 sensor extension wires.
- STEP 21** Install the supplied studs in the collector flanges.

- STEP 22** Slide the stock barrel clamps onto the front of the stock exhaust system about halfway.
- STEP 23** Install the BBK X pipe section into the barrel clamps and then connect the front of the X pipe to the collectors of the headers. Use supplied nuts and washers to secure.
- STEP 24** Level out the X pipe and tighten the collector nuts, then tighten the barrel clamps.
- STEP 25** Install the rear O2 sensors into the bungs on the X pipe and connect the O2 sensor extensions.
- STEP 26** From the engine compartment, make sure to tighten any header nuts or bolts that you could not reach from below the car. The front ones are usually easier to tighten from above. Make sure you tighten the motor mount nuts on the studs that face up. They are easier to get at from the engine compartment, looking down on them.
- STEP 27** Reinstall the air cleaner box.
- STEP 28** Reconnect the negative battery cable.
- STEP 29** Start engine and check for any exhaust leaks.
- STEP 30** Header bolts and nuts should be rechecked after 500 miles or so.

Fig. 1



***Steering Shaft Removal.
Remove shaft, then remove U-joint.***

Fig. 2



Motor mount removal.

Fig. 3



Motor mount removed.

Fig. 4



Removing stock studs.

Fig. 5



Remove stock studs that correspond with notches in flange. Use supplied bolts.