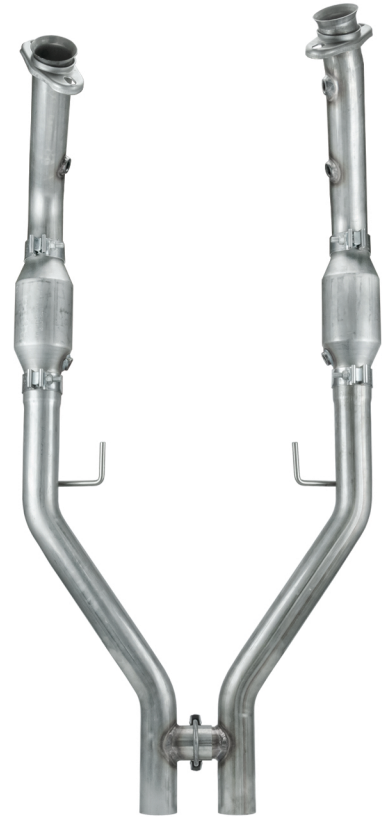


HFM26E

2005-10 Ford Mustang GT 409 Stainless Steel Catted H-Pipe



Thanks again for purchasing your new stainless steel Pypes Performance Exhaust. Please take the time now to review these installation instructions and confirm that all the components in the kit were received in your shipment before you begin disassembly.



1. Begin by disconnecting your negative cable from your battery, as you will need to unplug and remove your O2 sensor harnesses. Place the vehicle on a lift or four jack stands at maximum height. This will aid in an easier installation. Note: Make sure to support your mid-pipes just past the connection point between the factory h-pipe.
2. Unbolt the factory band clamps connecting your h-pipe to your mid-pipes. Soaking your factory mounting points with penetrating oil will allow for easier removal. Next, disconnect your three O2 sensors from the factory wiring harness and remove them from the h-pipe using a 22mm wrench. Last, remove the four bolts at the manifold/header end. Slide the h-pipe out of the factory hangers and remove.
3. Make sure the O2 bung on the driver's leg and the rear bung on the passenger leg are plugged and tight as the new cats will accept the O2 sensors.
4. Now it's time to install your new h-pipe. Begin by installing the driver and passenger front legs of the h-pipe first. The leg with the two O2 sensor holes is the passenger side. Slide the 1" wide band clamps on the slotted portion of the catalytic converters. Slide converters over the down-pipes. Next slide the last two 1" wide band clamps on to the expanded front portion of the h-pipe. Now install the rear h-pipe into the factory hangers. The welded area of the wire forms should face the ground or be on the bottom.
5. Complete the install: Make all final adjustments to the h-pipe and tighten all the clamps. Don't forget to reinstall the factory band clamps at the rear connection between the h-pipe and the mid-pipes.
6. Last install your three O2 sensors and reconnect them to the factory harness. Your rear two O2 sensors will thread directly into the bungs in the rear of the catalytic converters. After all the connections are tight, start the engine. Check and listen for any leaks. Make sure to check your connections periodically as they may come loose.

Note: When tightening the HVC21/24/25/26 band clamps, make sure the I-block in the center of the clamp is against the head of the bolt. Failure to do so will result in the clamp to not tighten properly or the I-block to break.