



2015 Ford Mustang GT 5.0L  
2011-2014 Ford Mustang GT 5.0L

# Full Length Headers

Part #1633,16330,16335



Special Tools  
Required:

- No special tools required

Install Time:  
Approximately  
3 Hours

Difficulty:  
4 out of 5

Follow these instructions carefully to ensure correct fitment and operation.

### STEP 1

- Disconnect the negative battery terminal.

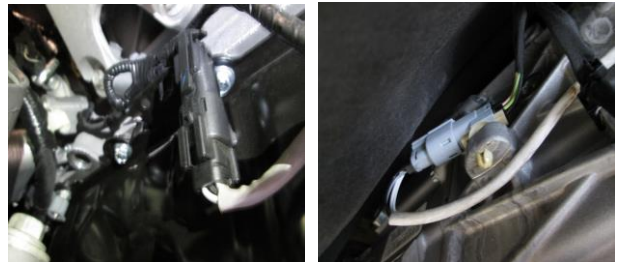
### STEP 2

- Remove the air filter box. Remove the first and second nuts on the top row of studs on the stock header of the driver side. On the passenger side, remove the first top nut that is behind the AC hose. Loosen the motor mount nut that faces up towards the header on each side, however do not remove completely at this time



### STEP 3

- Lift the vehicle as high as possible utilizing approved jack stands or preferably a vehicle hoist. From underneath the vehicle unplug the 4 oxygen sensors from the wiring harness.



### STEP 4

- On 2011 to 2014 models loosen the clamps at the front of the stock H-Pipe and then loosen the barrel style clamps at the rear. These rear clamps will be re-used with the BBK X-Pipe assembly. Remove the nuts on the converter pipes at the header collectors and remove from the vehicle.
- For 2015 models skip to step 6.



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installation instructions

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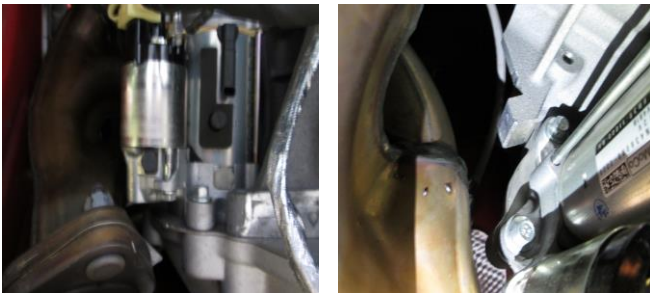


## STEP 5

- On 2011 to 2014 remove the four nuts on the round tube support brace under the oil pan and remove the brace. Loosen the 3 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 the front header nuts.

## STEP 6

- Remove the ( 3 ) 10mm bolts that hold the starter in place then remove the starter and hang it to the side.



## STEP 7

- Remove the 2 bolts from the steering U-joint at the rack and pinion. Then pull the coupler downward towards the rack and pinion to separate the steering shaft from the coupler allowing the steering shaft to hang out of the way to the side.



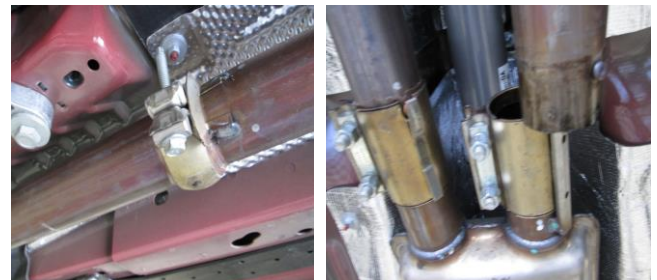
## STEP 8

Utilizing a jacking device and a block of wood under the bell housing, remove the previously loosened nut on the driver side motor mount , once removed jack the engine upward enough to clear the motor mount stud. Remove the 4 bolts that secure the aluminum mount to the engine block and remove from the vehicle.



## STEP 9

- On the 2015 model loosen the ball flare clamp on the driver side pipe near the transmission cross member then loosen the exhaust coupler at the resonator and remove driver side pipe from the vehicle.



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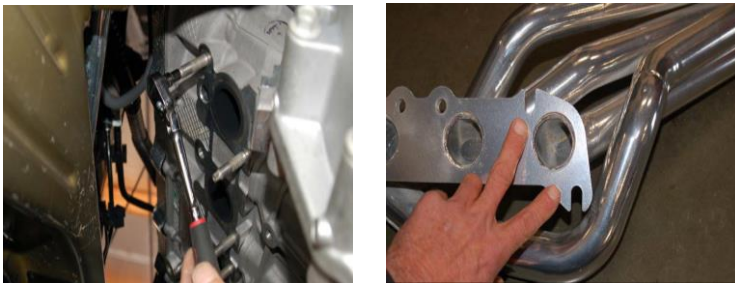
## STEP 10

- Remove the remaining exhaust manifold nuts then remove the exhaust manifold along with the gasket from the vehicle.



## STEP 11

- Using an 8mm Torx bit socket remove the studs that correspond to the notches in the BBK Header flange. You will install the supplied bolts in these spots. **NOTE !!! There are 2 thread pitches supplied. Because the manufacturer changed the thread pitch used after 2011 you will have to compare the supplied bolt to the factory stud to confirm which thread pitch to use.**



## STEP 12

- Install the supplied gasket and the BBK Header on the remaining studs and install the nuts and bolts. You may have to raise or lower the motor a bit to get the BBK header in place tighten all the nuts and bolts that you can reach from underneath the vehicle.



## STEP 13

- Re-install the motor mount and lower the engine back down onto the chassis mount. Re-install the nut onto the motor mount stud just get it started a couple of threads to allow movement for when you move onto the passenger side removal and installation. Pictured in step 2.

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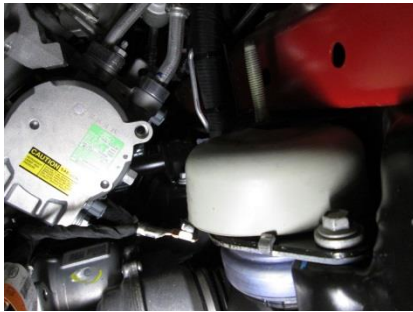
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## STEP 14

- Repeat steps 8-13 for the passenger side installation.
- **NOTE!!! Remove the 2 bolts that hold the actual motor mount isolator to the chassis as the entire motor mount assembly needs to be removed on the passenger side to allow room to install the BBK Header on all years from 2011 to 2015.**
- **NOTE!!! On 2015 models on the passenger side you do not need to separate the catted down pipe from the exhaust manifold as it will come out of the vehicle in one piece.**



## STEP 15

- Re-install the starter, steering U-joint and shaft. Install the supplied bolts into the collector flanges. **NOTE!!! When installing the steering u-joint make sure the joint is engaged the correct amount onto the rack and pinion and steering shaft allowing proper engagement for the bolts to go thru the corresponding slots in the shafts.**
- **NOTE!!! Failure to install the steering shaft properly can result in complete steering failure.**
- **NOTE!!!! On 2011 to 2014 models re-install the plastic cover and tube support brace.**

## STEP 16

- For 2011 to 2014 models slide the stock barrel style clamps onto the front of the stock exhaust system about halfway. Install the BBK X-Pipe section into the barrel clamps and then connect the front of the X-Pipe to the collectors of the BBK Headers. Using the supplied hardware.
- **NOTE!!! First level out the X-Pipe and tighten the collector nuts then while another individual holds the muffler/tip in the correct position tighten the barrel clamps.**

## STEP 17

- Remove the 4 oxygen sensors from the stock exhaust. Install the 2 front oxygen sensors into the BBK Header collectors and the 2 rear oxygen sensors into the BBK X-Pipe and connect the oxygen sensor extensions to the wiring harness. **NOTE!!! 2015 model requires 2 front extensions, 2011 to 2014 requires all 4 extensions.**
- **NOTE!!! Be sure to add a small amount of anti-seize to the top thread of each oxygen sensor using the supplied anti-seize packet. As you thread the oxygen sensor back into the part the anti-seize will spread evenly throughout the threads.**

## STEP 18

- From the top side of the vehicle in the engine compartment tighten the motor mount and header nuts that you couldn't reach from underneath the vehicle. These nuts and bolts are easier to get to from the engine compartment looking down on them

## STEP 19

- Re-install the air box. Reconnect the negative battery terminal. Start the engine and check for any exhaust leaks. **NOTE!!! Header bolts and nuts should be rechecked after 500 miles.**



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## Attention

Please follow the ECU Relearn procedure before driving on the road.



Because your vehicle's engine is electronically controlled by a computer, some control conditions are maintained by power from the battery. When the battery is disconnected or a new battery is installed, the engine must relearn its idle and fuel trim strategy for optimum driveability and performance. To begin this process:

- 1.) With the vehicle at a complete stop, set the parking brake.
  - 2.) Put the gearshift in P (Park) (automatic transmission) or the neutral position (manual transmission), turn off all accessories and start the engine.
  - 3.) Run the engine until it reaches normal operating temperature. Approximately 4-5 minutes.
  - 4.) Allow the engine to idle for at least one minute.
  - 5.) Turn the A/C on and allow the engine to idle for at least one minute.
  - 6.) Drive the vehicle to complete the relearning process.
- The vehicle may need to be driven 10 miles or more to relearn the idle and fuel trim strategy.
  - If you do not allow the engine to relearn its idle trim, the idle quality of your vehicle may be adversely affected until the idle trim is eventually relearned.



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