

BBK PERFORMANCE LLC  
3060 Performance Circle  
Deland, FL 32724

For any questions, email us:  
TECH@BBKPERFORMANCE.COM



## INSTALLATION INSTRUCTIONS - INS159

# AFTER CAT X-PIPE

REPLACES THE STOCK RESTRICTIVE RESONATOR BOX

Part # 1460 // 2011 - 2014 Ford Mustang GT 5.0L - 2-3/4"



**Special Tools required:** No special tools required.



**Install Time:** Approximately 2 hours.



**Difficulty:** Easy.



**IMPORTANT! PLEASE FOLLOW THE ECU  
RELEARN PROCEDURE BEFORE DRIVING ON THE ROAD.**

MADE IN U.S.A.

IMPORTANT: All appropriate safety equipment and gear must be used during the installation of this or any BBK Performance products or any time you work on a vehicle. BBK Performance accepts no responsibility for injuries or damage caused by or during the installation of this product.

UPDATED LAST: March 2019



## FOLLOW THESE INSTRUCTIONS CAREFULLY TO ENSURE CORRECT FITMENT AND OPERATION

### STEP 1

Disconnect the negative battery terminal. Raise the vehicle up and safely support it.

### STEP 2

Loosen barrel style clamps at the rear of the stock H-Pipe section. Support rear exhaust pipe sections behind H-pipe sections. Loosen the clamps at the front of the H-Pipe section where it connects to the catalytic converter pipes. Now remove the stock H-Pipe Section.

### STEP 3

With a flat head screwdriver, lift the locking tab on the barrel clamps and remove from the H-Pipe. Slide the barrel clamps back onto the stock exhaust pipes.

### STEP 4

Lift the BBK X-Pipe section into place and connect to the barrel clamps first.

### STEP 5

Position the front of the BBK X-Pipe to make the connection to the catalytic converter pipes. You will have to unscrew the clamps all the way out. Position the front of the BBK X-Pipe up against the round end of the catalytic converter pipes to make the connection. Position the clamps in place and tighten the clamps enough to hold.

### STEP 6

Check the position of the exhaust system and make any adjustments up or down. When satisfied with the exhaust system placement, tighten the barrel style clamps.

### STEP 7

Now tighten all the clamps starting from the front of the car.

### STEP 8

Reconnect the negative battery terminal and start the engine to check for leaks. Sometimes the connection at the catalytic converter pipes can be a bit tricky to get sealed. If you are having trouble with a leak there, just barely loosen the barrel style clamps and loosen the front clamps again to pull the X-Pipe up to the converter pipes, and then re-tighten the front clamps first, then the rear barrel style clamps.

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