

BBK PERFORMANCE LLC
3060 Performance Circle
Deland, FL 32724

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



INSTALLATION INSTRUCTIONS - INS176

FULL LENGTH HEADERS

Part # 1531 and 15310 // 1986 - 1993 Ford Mustang GT 5.0L
w/AOD/E Automatic Transmissions



Special Tools required: Saws-All



Install Time: Approximately 4 hours.



Difficulty: Average.



IMPORTANT! Be sure to remove the engine fan shroud and start the installation on the driver side!
PLEASE NOTE: Short mid pipe part # 1810 or 1811 required to complete installation.

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

HARDWARE INCLUDED

- KIT001 // HDW114 Header Bolts (16pcs) / HDW152 Stud, M12-1.75x65MM (4pcs) / HDW040 Hex Nut, M12-1.75 (4pcs) / HDW021 Lock Washer ½" (4pcs) / HDW023 Flat Washer ½" (4pcs) / 00007 Gasket kit (1 set)

STEP 1

Disconnect the negative battery terminal.

STEP 2

Remove the air intake tube and air box, and then remove the engine fan shroud.

STEP 3

Remove the rubber EGR hoses from the passenger side. Disconnect from the air pump and from the hard lines at the rear of the engine.

STEP 4

Remove the spark plugs and wires. Mark the wire placement for re-assembly.

STEP 5

Raise the vehicle and support on sturdy jack stands.

STEP 6

Disconnect the oxygen sensors on each side of the oil pan.

STEP 7

Disconnect the EGR tube at the catalytic converters.

STEP 8

Remove the exhaust manifold collector nuts and remove the mid pipe.

STEP 9

Remove the 2 bolts on the steering joint at the rack and pinion and remove the single bolt in the shaft at the fire wall, then remove the steering shaft.

STEP 10

Remove both of the stock manifolds. Remove the oil dip stick and tube, and then unbolt the starter.

STEP 11

Clean off all of the old gasket material from the cylinder head surfaces.

STEP 12

Remove the EGR crossover tube from the back of the heads and remove the entire EGR tube assembly.

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STEP 13

Remove both motor mount stud nuts where the mount bolts to the frame and jack up the engine so that the studs are clear of their mounting pads.

Use extreme caution when lifting the engine.

STEP 14

With the engine lifted, push the engine over to the passenger side until you can slip the BBK Header into place. Be sure to re-install the dipstick tube with the header on the driver side. Install the supplied gasket and using the supplied header bolts to hold the header in place.

STEP 15

Repeat step 14 to install the passenger side BBK Header. Tighten the header bolts and re-install the starter.

STEP 16

Lower the engine back down and re-install the motor mount nuts.

NOTE!!! Before tightening the motor mounts make sure the engine is sitting evenly and both studs are all the way through the motor mounts leaving enough clearance between the steering shaft and header to prevent rubbing.

STEP 17

Re-install the steering shaft into the steering column shaft and then to the rack joint.

STEP 18

Install the spark plugs, wires, air intake components, and engine fan shroud.

STEP 19

Remove the oxygen sensors from the stock mid-pipe and install them into the collectors of the BBK Headers. Reconnect them to the wire harness plugs.

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 20

Install the supplied studs in the collectors and bolt up BBK Part # 1810 catted or # 1811 Off-Road X-Pipe Assembly. Then reconnect the rear flow pipes to the BBK X-Pipe.

STEP 21

Reconnect the negative battery terminal. Start the engine and check for any leaks.

STEP 22

The header bolts should be re-checked after 500 miles of driving.

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