

INSTALLATION INSTRUCTIONS - INS158

TUNED LENGTH HEADERS

Part # 1632, 16320 and 16325 // 2011 - 2014 Ford Mustang GT 5.0L



Special Tools required: No special tools required.



Install Time: Approximately 4-6 hours.



Difficulty: Difficult.



IMPORTANT! You will be re-using most of the stock manifold studs for this header installation. Five required bolts are provided.

 **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. Lift the vehicle as high as possible.

STEP 2

From underneath the vehicle, unplug the rear oxygen sensors. Loosen the clamps at the front of the H-Pipe. Remove the catalytic converter nuts at the exhaust manifolds. Remove the converters.

STEP 3

Remove 4 nuts and bolts on the lower strut bar and remove the bar.

STEP 4

Remove the starter and unplug the front oxygen sensors at the back of the engine. Unbolt the steering shaft at the rack and pinion connection and place shaft up out of the way.

DRIVER SIDE

STEP 5



Place a jacking device under the bell housing and remove the driver side motor mount from the engine. This will give you access to the bottom row of header nuts.

STEP 6

Remove the exhaust manifold nuts. Jack up the engine slightly to remove the stock exhaust manifold and gasket.

STEP 7



Looking at the BBK Header Flange, remove the studs that correspond with the notches in the flange. On the driver side it's the two most rear studs. Those will be replaced with supplied bolts.

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 8

Make sure the cylinder head surface is clean and install the supplied gasket over the studs.

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STEP 9

Remove the oxygen sensor from stock exhaust manifold and install into the BBK Header.

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 10

Position the BBK Header in place over the studs and install the nuts and required bolts. This might require lifting the engine up a bit higher to get the header into place. Install nuts and two supplied bolts and tighten.

STEP 11

Re-install the motor mount and steering shaft. Lower the engine back down.

PASSENGER SIDE

STEP 12

Remove the passenger side motor mount from engine and jack up the motor. Remove the exhaust manifold nuts and remove both the manifold and gasket.

STEP 13

Remove the studs in the head that correspond to the notches on the header flange. There are 3 on the passenger side.

STEP 14

Remove the oxygen sensor from stock exhaust manifold and install into the BBK Header.

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 15

Make sure the cylinder head surface is clean and install the supplied gasket over the studs. Install the header onto the studs, install stock nuts and supplied header bolts and tighten all of them.

STEP 16

Re-install the motor mount and lower the engine back down. Re-install the starter and make sure the motor mounts are tight on both sides of the engine.

STEP 17

Re-install the catalytic converters and clamps at the H-Pipe connections. Re-connect all of the oxygen sensors.

STEP 18

Re-install the lower strut brace.

STEP 19

Reconnect the negative battery terminal and start the engine and listen for any leaks.

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ENGINE RELEARN PROCESS

Because your vehicles 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 drive ability and performance.

STEP 1

With the vehicle at a complete stop, set the parking break

STEP 2

Put the gearshift in P (Park) (automatic transmission or the neutral position (manual transmission), turn of all accessories and start the engine.

STEP 3

Run the engine until it reaches normal operating temperature. Approximately 4-5 minutes.

STEP 4

Allow the engine to idle for at least one minute.

STEP 5

Turn the A/C on and allow the engine to idle for at least one minute.

STEP 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



IMPORTANT! The nuts and bolts should be rechecked for tightness after about 500 miles of driving.

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