

INSTALLATION INSTRUCTIONS - INS169

COYOTE SWAP HEADERS

Part # 1634 and 16340 // Swap Headers for all 1979-2004 Mustang Application - fit Coyote Gen I, II and III engines (must use Maximum Motorsports front K. member)



Special Tools required: No special tools required.



Install Time: Approximately 4-6 Hours.



Difficulty: Average.



Additional Parts required (sold separately) for installation short mid-pipe:
SEE BBK WEBSITE FOR CORRECT APPLICATIONS AND PART BBK NUMBERS

All required **O2 Sensor** Extension Harnesses are available separately
– See [BBK Website](#) for correct applications and part BBK numbers.



NOTE! Be sure to work safe! Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! **Remember: Hot asphalt will not support most jack stands safely!**

 **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

1410 Gasket Set (1 set)

KIT007

- HDW152 Stud, M12-1.75x65mm (4pcs)
- HDW040 Hex Nut, M12-1.75 (4pcs)
- HDW021 Lock Washer ½" (4pcs)
- HDW023 Flat Washer ½" (4pcs)

KIT289-12

- HDW289 Header Bolt, HHCS Flanged M10x1.5x25mm (12pcs)

KIT301-12

- HDW301 Header Bolt, HHCS Flanged M10x1.25x25mm (12pcs)

These headers were designed for use in the installation of Ford's 2011-14 Coyote 5.0L engine into Mustangs from 1986-2004. These headers were prototyped on a 1990 Mustang with a Maximum Motor-sports front cross-member but they will also work with stock cross-members.

NOTES! 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 1

Disconnect the negative battery cable. Lift the vehicle and support with sturdy jack stands.

STEP 2

Start on the passenger side. Remove the starter. Header has room to re-install the starter after installation.

STEP 3

Remove the motor mount stud nuts from both sides of the engine and jack the engine up. Move the engine to the driver side slightly.

STEP 4

Feed the passenger header in and onto the engine from underneath. Position on the head and install a bolt to hold it in place.

STEP 5

Install the supplied gasket and bolts. Re-install the starter.

STEP 6

Lower the engine back down and loosely install the passenger side motor mount stud nut. Jack the engine back up and it will pivot toward the passenger side

STEP 7

Disconnect the steering shaft at the rack and pinion and set it out of the way.

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STEP 8

Feed the driver side header in from below as well. Then up onto the head. Install a bolt to hold it in place.

STEP 9

Install the supplied gasket and bolts.

STEP 10

Lower the engine back down, re-install the driver side motor mount nut and tighten the motor mount stud nuts on both sides.

STEP 11

Re-install the steering shaft and tighten the bolts.

INFORMATION

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.

MATCHING SHORT X-PIPES ARE ALSO AVAILABLE:

1786 - 3" X-Pipe with Hi-Flow Cats

1787 - 3" X-Pipe Off Road

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