

## INSTALLATION INSTRUCTIONS - INS231

# HIGH FLOW DOWN PIPE

Part # 1809 and 18090 // 2015 - 2019 Ford Mustang EcoBoost



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



**Install Time:** Approximately 2 hours.



**Difficulty:** Easy.



**NOTE!** Be sure to recheck and re-torque the exhaust clamps and hardware after 500 miles of driving.

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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 vehicle as high as possible utilizing approved jack stands or preferably a vehicle hoist.

### STEP 2



From underneath the vehicle pre-oak the rubber exhaust hanger and hardware to aid in removal of the stock down pipe.  
Remove the (2) nuts that secure the down pipe to the outlet of the turbo.

### STEP 3



Loosen the 2 bolts that connect the down pipe to the cat back portion of the exhaust. Remove the rubber exhaust mount from the chassis. This mount will be reused to install the BBK High Flow down-pipe.

### STEP 4



Unbolt the down-pipe support bracket from the down pipe.

### STEP 5



From underneath the vehicle disconnect the 2 oxygen sensors from the wiring harness. Unclip the wires from there mounting points.

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### STEP 6



Separate the stock down-pipe from the cat back portion of the exhaust by pushing the down pipe forward towards the front of the vehicle. The down pipe comes out towards the rear of the vehicle.

### STEP 7

Now that the stock down-pipe is removed from the vehicle, remove the 2 oxygen sensors from the stock down-pipe and install them in their corresponding locations on the BBK High Flow down-pipe.

**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 8

Remove the rubber mount from the stock down-pipe and install it onto the BBK High Flow down-pipe.

### STEP 9

Install the BBK High Flow down-pipe front section onto the outlet on the turbo and the hard mount bracket.

Install the stock hardware to hold the BBK High flow down pipe into place. Do not completely tighten down until final fitment is complete.

### STEP 10

Connect the 2 oxygen sensors plugs to the wiring harness and reattach the mounting clips for the oxygen sensor wiring.

### STEP 11

Lift the BBK high flow down pipe rear section into place slide the 3 " barrel clamp supplied in the kit over the end of the pipe. Line it up with the front section of the BBK High flow down pipe slide the barrel clamp onto the front section to join the two.

Lift the rear of the down pipe upward and line it up with the stock barrel clamp on the resonator, slide the barrel clamp onto the down-pipe to connect the two. Reinstall the rubber exhaust mount to the chassis.

### STEP 12

First tighten down the clamp on the outlet of the turbo that connects it to the BBK High Flow down-pipe. Tighten down the (2) bolts that secure the down pipe to the hard mount. Adjust and level out the resonator and tighten down the 3" barrel clamp that connect the two pieces of the BBK High flow down pipe. Tighten the bolts on the stock barrel clamp that connects the down-pipe to the cat back portion of the exhaust.

Reconnect the negative battery terminal.

Start the vehicle and check for 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 re-learned.

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