

# 15-18 FORD MUSTANG GT

**CORSA**<sup>®</sup>  
PERFORMANCE



## IMPORTANT! WARRANTY AND INSTALLATION INSTRUCTIONS

*Please Forward All Information to Consumer*

Be sure to review the enclosed instructions prior to beginning the installation process. If you have any questions about the enclosed parts or instructions, or if you encounter a problem during installation:

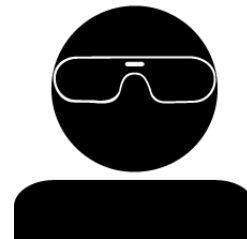
**CALL TECHNICAL SUPPORT:** 440.891.0999 or 800.486.0999

**TO ACTIVATE YOUR WARRANTY GO TO:  
CORSA**PERFORMANCE.COM/WARRANTY****

COLOR INSTRUCTIONS ARE AVAILABLE BY PART NUMBER ON: **CORSA**PERFORMANCE.COM****



**NEVER work on a hot exhaust system.**  
Allow time for the vehicle to cool.



**Always wear eye protection**  
when working under a vehicle.

## INSTALL DIFFICULTY

### RECOMMENDED TOOLS & SUPPLIES

- 3/8" drive ratchet
- 3/8" drive torque wrench
- 3/8" drive metric normal and deep socket sets
- 3/8" drive ratchet extensions – 3", 6", & 12"
- 3/8" drive 1/2" socket
- 1/2" box wrench
- 1/4" drive ratchet
- 1/4" socket set with 3" extension & swivel joint
- T40 Torx bit socket
- E8 external Torx socket
- O2 sensor socket or 22mm wrench
- Metric box wrench set (ratcheting preferred)
- Device to lift and safely support engine
- Flathead screw driver
- Nut driver set
- Pliers

# 2015-2018 FORD MUSTANG GT 5.0L V8

Long Tube Headers: 1.875" Primary, 3.0" Collector

Part #: 16017, 16117, 16024, 16124



## **Please take time to read and understand these installation instructions.**

CORSA recommends that the installation of this system be performed by a qualified service center or professional installer who has; experience installing off-road products, the necessary equipment, tools, and experienced personnel. In order to increase the vehicle's performance this system was engineered differently from the vehicle's stock headers. Take particular care to ensure proper clearance of all lines, hoses, and cables.

**WARNING:** Do not allow anything to touch or be in close proximity to this system. Never work on a hot exhaust system. Allow time for the vehicle to cool. Always wear eye protection when working under a vehicle.

CORSA Performance makes no representation or warranty, expressed or implied that its downpipe or header products and or components there-in comply with federal, state or local emission levels, noise levels, labeling laws, safety standards, or that any of their parts conform with the racing vehicles exemption, unless otherwise noted. The purchaser assumes all responsibility for such use and compliance.

This warranty does not extend to damaged or defect in the finish of a product or to any product, that in the opinion of CORSA Performance, has been misused, damaged by accident or negligence, altered or modified in any way, faulty installation or installed contrary to CORSA installation instructions, or repaired by an unauthorized service facility.

Full warranty available on [www.corsaperformance.com](http://www.corsaperformance.com)

**WARNING:** CORSA Performance Headers are intended for off-road use only. Products are not legal for sale or use in the state of California, or in states that adopt California Air Resources Board emission standards.

**NOTE:** This instruction sheet assumes that the CORSA Performance Double X-Pipe (CORSA Part # 14327) and CORSA Exhaust Connection Pipes (CORSA Part # 16015) are installed in conjunction with the CORSA Long Tube Headers. May fit to other systems with modifications.

**NOTE:** Individual vehicle variations and stock header differences can impact the order of installation. The directions provided will assist in removal and CORSA installation. Please contact a CORSA representative with any concerns.

**Please confirm that all parts are present according to the bill of materials before beginning the installation.**

If something is missing call Tech Support at 440.891.099 or Toll Free: 1.800.486.0999

**[BILL OF MATERIALS LOCATED ON NEXT PAGE]**

# 2015-2018 FORD MUSTANG GT 5.0L V8

Long Tube Headers: 1.875" Primary, 3.0" Collector

Part #: 16017, 16117, 16024, 16124



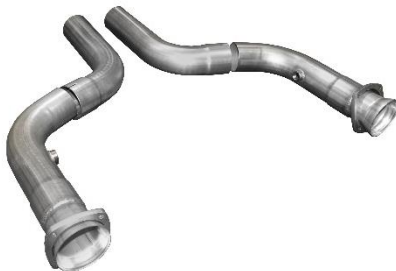
## HEADER BILL OF MATERIALS

PART # 16017 (2015-2017)

Long Tube Header ( <i>Driver</i> )	1	Long Tube Header ( <i>Passenger</i> )	1
Cable Ties	3	O2 Extension Cables ( <i>Front</i> )	2
Header Bolts 10mm	16	Graphite Donut 3.0" Gaskets Kit 8 Top Lock Hex Nuts (5/16" x 18) 8 Allen Head Cap Screws (5/16" x 18 x 1 3/4")	

## CONNECTION PIPES BILL OF MATERIALS

PART # 16015



Expanded Outlet Connection Elbow (*Rear QTY 2*)

Flanged Connection Pipe w/ O2 Bung (*Front QTY 2*)

## HEADERS + CONNECTION PIPES

PART # 16117



**Item 1:** Long Tube Catless Headers Part Number: 16017

**Item 2:** CORSA Connection Pipes Part Number: 16015

# 2015-2018 FORD MUSTANG GT 5.0L V8

Long Tube Headers: 1.875" Primary, 3.0" Collector

Part #: 16017, 16117, 16024, 16124



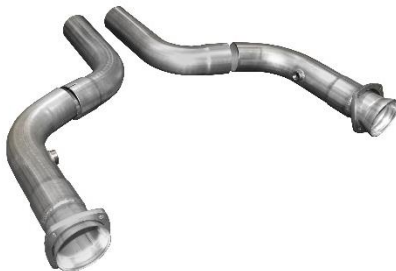
## HEADER BILL OF MATERIALS

PART # 16024 (2018)

Long Tube Header ( <i>Driver</i> )	1	Long Tube Header ( <i>Passenger</i> )	1
Cable Ties	3	O2 Extension Cable	1
Header Bolts 10mm	16	Graphite Donut 3.0" Gaskets Kit 8 Top Lock Hex Nuts (5/16" x 18) 8 Allen Head Cap Screws (5/16" x 18 x 1 3/4")	

## CONNECTION PIPES BILL OF MATERIALS

PART # 16015



Expanded Outlet Connection Elbow (*Rear QTY 2*)

Flanged Connection Pipe w/ O2 Bung (*Front QTY 2*)

## HEADERS + CONNECTION PIPES

PART # 16124



Item 1: Long Tube Catless Headers Part Number: 16024

Item 2: CORSA Connection Pipes Part Number: 16015

# 2015-2018 FORD MUSTANG GT 5.0L V8

Long Tube Headers: 1.875" Primary, 3.0" Collector

Part #: 16017, 16117, 16024, 16124

**CORSA**<sup>®</sup>  
PERFORMANCE

**NOTE:** This system was designed to connect to CORSA X-Pipe PN: 14327, CORSA Connection Pipes PN: 16015, and CORSA Cat-Back Part #: 14328, 14332, 14335, 14337, 14341, and 14342. Tip color does not affect fitment. The need for additional modification and fabrication may arise. The vehicle owner assumes all responsibility for subsequent fitment issues.

**CAUTION:** Never work on a hot exhaust system. Allow the vehicle to cool for at least an hour and a half. Always wear eye protection when working under a vehicle. It is recommended to use cotton gloves in order to protect the stainless steel surface of the header from permanent grease and oil stains.

**NOTE:** Lift the vehicle using a hydraulic lift or jack and jack stands. A lift is strongly recommended because three (3) feet or more is needed to install the driver side header from the underside.

## REMOVAL INSTRUCTIONS

## FACTORY MANIFOLD



1. Remove the black negative battery cable using an 8mm wrench.



2. Remove the strut tower bar, if present, using a 15mm socket and 3/8" ratchet. **Save for reinstallation** (Install Step 26).



3. On the driver side, locate the harness connector for the mass air flow sensor. Release the red security clip by pulling the red clip toward the wires and then disconnect the wires from the sensor.



4. Disconnect the breather hoses in the bend of the intake duct using pliers to loosen the hose spring clamps. The third hose has a button-style clamp. Press the release buttons and carefully pull the hose off the barb. Aftermarket intake shown in picture for reference only.

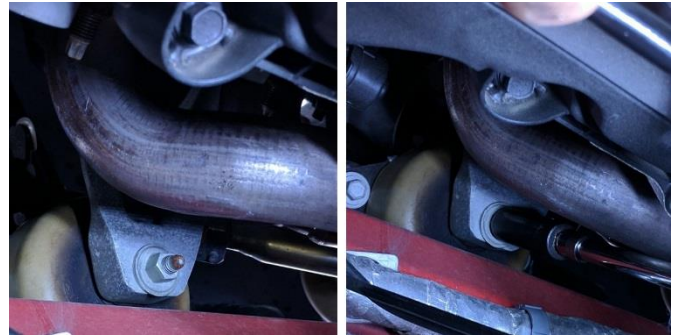
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## REMOVAL INSTRUCTIONS

## FACTORY MANIFOLD



- 5.** Loosen the band clamp around the air inlet tube using a flathead screwdriver or nut driver. Remove the single 10mm bolt securing the box. **Save bolt for reinstallation (Install Step 25).** Remove the intake box assembly from the vehicle.



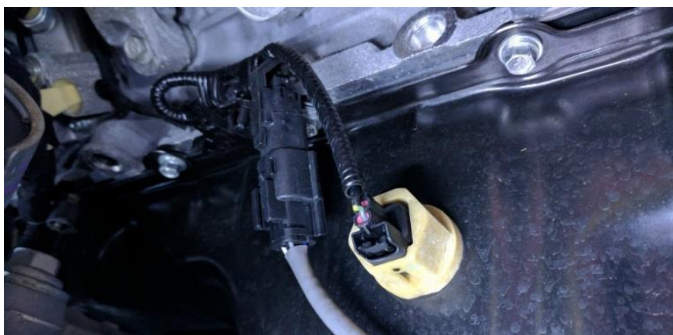
- 6.** Locate the single nut for the driver side engine mount. Use a 15mm socket, extensions, and 3/8" ratchet to remove the nut. Remove the passenger side nut. **Save for reinstallation (Install Step 24).**

- 7.** Locate the flange connecting the passenger catalytic converter to the manifold. Remove the top nut using three 12" long 3/8" extensions, 3/8" impact swivel, and deep 15mm socket.



- 8.** Disconnect the passenger side front O2 sensor. **'15-'17 & '18 Auto:** The connector is located at the rear of the passenger side head. **2018 Manual:** The connector is located at the passenger side transmission housing.

- 9.** Lift the vehicle and safely secure it



- 10.** Disconnect the driver side front O2 sensor connector located near the oil sensor. Disconnect the rear O2 sensor. **PRO TIP:** Disconnect the rear sensor connector from its mount in the transmission to remove it.



- 11.** Rotate the vehicle harness connector 180 degrees so it points toward the rear before reinserting the "tree" mount into the hole in the transmission housing. The wires should be toward the front and the open end of the connector toward the rear.

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## REMOVAL INSTRUCTIONS

## FACTORY MANIFOLD



- 12.** On the driver side, loosen the spherical joint clamp near the catalytic converter using a 15mm socket and ratchet.

Loosen the sleeve clamps near the factory intermediate pipe using a 15mm socket and ratchet.

Push the factory cat-back rearward in the vehicle to make space for the intermediate pipe to be removed from the vehicle. Support the factory cat-back with a jack stand or similar device. **DO NOT** let the exhaust droop as it may damage the rear bumper cutouts.



- 13.** On the passenger side, disconnect the rear O2 sensor on the side of the transmission.

Use a 15mm wrench or socket and ratchet to remove the remaining bolt on the passenger side catalytic converter. (Save bolt to return vehicle to stock). **WARNING:** Take care, at this time, the converter is only connected to the vehicle with one bolt.



- 14. Driver Side:** Remove and **save the two bolts** (save for Install Step 7) securing the steering shaft to the universal joint using a ratchet and a T40 Torx bit socket.

Slide the shaft up and out of the universal joint, then remove the universal joint from the steering rack.

The shaft can be pushed upward and rest on the frame rail out of the way. **WARNING:** Be careful not to rotate the shaft or universal joint while they are not connected. It may create problems with the steering column, horn, S.I.R. and/or alignment. **PRO TIP:** Label the correct rotation before removing.



- 15. Passenger Side:** Remove the starter wires using a ratchet and a 10mm and 13mm sockets.

Remove the **three starter mounting bolts** (save for Install Step 12) using a ratchet and 10mm socket. **PRO TIP:** A 3" extension and swivel may make the top bolt easier to access.

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## REMOVAL INSTRUCTIONS

## FACTORY MANIFOLD

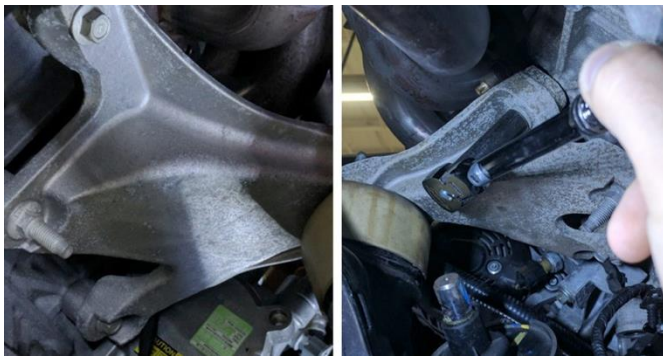
**16. Safely lift the engine within the vehicle. There are several ways to complete this step:**

We suggest the use of a transmission jack or an engine hoist from the top side of the engine bay.

**CORSA Performance defers the decision to the installer and their preference.**

The engine needs to be lifted at least an inch but more is better. The transmission housing will contact the tunnel and firewall preventing the engine from being lifted too high. **NOTE:** This instruction sheet assumes the engine is lifted straight and equally on both sides. If necessary, it is possible to complete the install on one side at a time.

Alternatively, a solid lifting point for a screw jack, or similar device, is located near where the transmission meets the engine block to either side of the oil pan. If this area is used it will rock the engine side to side, making it possible to: remove the factory manifold from one side, install the header, lower the engine, and repeat on the opposite side

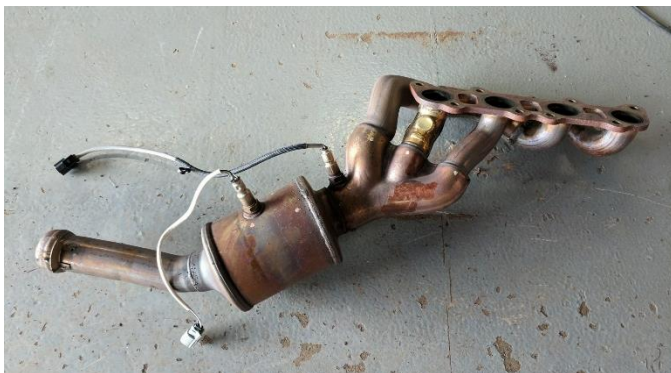


- 17. Remove the engine mounts from both sides of the engine using a 3/8" drive ratchet (3" extension if necessary), 13mm deep and shallow sockets. One bolt on the passenger side is "blind" and has a 15mm nut on it to secure a ground strap to the stud. Save bolt and 15mm nut for reinstallation (Install Step 11).**



- 18. '15-'17: Skip to Removal Step 19.**

**2018:** Loosen the air conditioning compressor from the passenger side of the engine using a 13mm wrench, to allow clearance for manifold removal.



- 19. Using a 13mm socket and ratchet or ratcheting wrench, remove eight nuts on each side securing the factory manifolds to the heads. (Save nuts to return vehicle to stock). **WARNING: Take care when removing the factory manifolds from the vehicle. The O2 sensors are still in place and can be easily damaged.****

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## REMOVAL INSTRUCTIONS

## FACTORY MANIFOLD

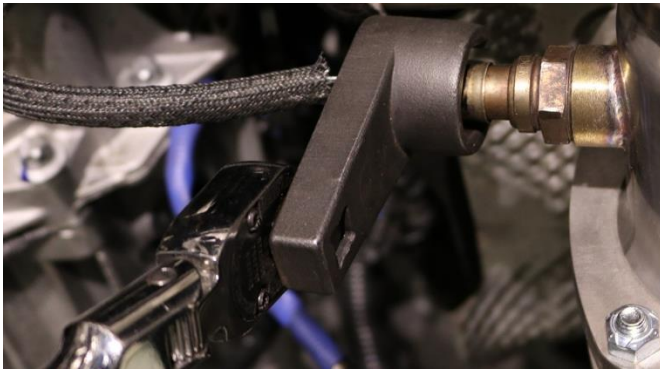


- 20.** Remove the 8 studs on each side of the head using the E8 Torx socket and ratchet. Save one stud for **Install Step 3**.

**WARNING:** Take care when removing them as the heads are aluminum and the studs are steel. One stud on the passenger side in the front may require the use of a 6mm ratcheting wrench to remove.

**WARNING:** This is not ideal as it could easily round off the Torx pattern on the end of the stud.

**We recommend a “jam nut” process.** Thread two nuts onto the stud with the flat flanges facing each other. Loosen the stud by turning only the nut closest to the head as it will lock/stop against the nut near the end of the stud.



- 21.** Remove the O2 sensors from the factory manifolds and catalytic converters using an O2 sensor socket and ratchet or 22mm wrench.

**PRO TIP:** Label the location of each sensor so they can be installed into the same location within the CORSA Performance headers.

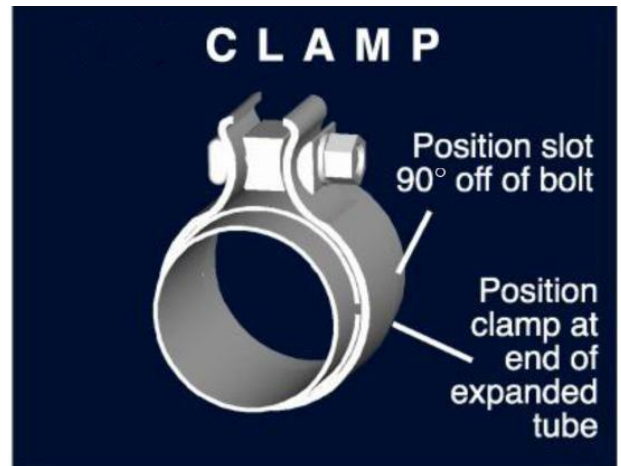
**This concludes the removal of the factory exhaust manifolds.**

## WARNING! DO NOT SKIP THIS STEP!

Apply the anti-seize lubricant (*supplied*) to the threads **ONLY** of all the clamps and flange bolts. Failure to follow this procedure can cause nuts to seize on clamps and potentially destroy threads.

After applying anti-seize lubricant, be sure to **thoroughly** clean your hands, as lubricant will tarnish stainless steel.

All clamps should be tightened using a properly calibrated Torque Wrench. Using an air impact gun will damage the clamp and reduce its ability to effectively seal the joint. It may also cause the joint to separate, thereby causing damage to your exhaust system and to your vehicle.



**NOTE:** Align all clamps so that the center of the clamp bolt is 90 degrees from the notch in the pipe.

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**NOTE:** This instruction sheet assumes that the CORSA Performance Double X-Pipe (CORSA Part # 14327) and CORSA Exhaust Connection Pipes (CORSA Part # 16015) are installed in conjunction with the CORSA Long Tube Headers. May fit to other systems with modifications.

CORSA's warranty does not extend to damage or defect in the finish of a product or to any product that in the opinion of CORSA Performance, has been misused, damaged by accident or negligence, **altered** or **modified** in any way, faulty installation or installed contrary to CORSA Performance installation instructions, or repaired by an unauthorized service facility. Full warranty available on [www.corsaperformance.com](http://www.corsaperformance.com)

**NOTE:** Individual vehicle variations and stock header differences can impact the order of installation. The directions provided will assist in removal and CORSA installation. Please contact a CORSA representative with any concerns.

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Long Tube Headers: 1.875" Primary, 3.0" Collector

Part #: 16017, 16117, 16024, 16124

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**NOTE:** This system was designed to connect to CORSA X-Pipe PN: 14327, CORSA Connection Pipes PN: 16015, and CORSA Cat-Back Part #: 14328, 14332, 14335, 14337, 14341, and 14342. Tip color does not affect fitment. The need for additional modification and fabrication may arise. The vehicle owner assumes all responsibility for subsequent fitment issues.

**CAUTION:** Never work on a hot exhaust system. Allow the vehicle to cool for at least an hour and a half. Always wear eye protection when working under a vehicle. It is recommended to use cotton gloves in order to protect the stainless steel surface of the header from permanent grease and oil stains.

**NOTE:** Lift the vehicle using a hydraulic lift or jack and jack stands. A lift is strongly recommended because three (3) feet or more is needed to install the driver side header from the underside.

## INSTALLATION INSTRUCTIONS

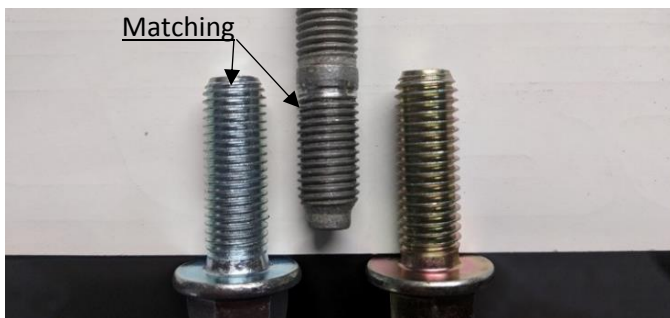
CORSA EXHAUST



1. Remove all exhaust system components from the shipping boxes, including clamps and hardware.



2. **'15-'17 & '18 Auto:** Install the passenger front O2 sensor extension wire. **PRO TIP:** Route it around the bellhousing at the rear of the engine. This keeps it tucked away from the header once installed. **'18 Manual:** Skip to **Install Step 3** - No extension is needed.



3. Locate one of the studs from **Removal Step 20** along with both bags of bolts provided in the hardware kit. Compare the **SHORT** end threads on the stud to both sets of bolts. **Pay close attention to how well they match:** One set of bolts is for newer vehicles with coarse threads. The bolts with a fine thread are typically for older vehicles. **WARNING:** Ensure the threads on the stud match the bolts otherwise serious damage can be done to the engine head. **NOTE:** Check that the bolts in engine are finger tightened only.



4. Prepare the ends of the correct matching bolts with a small amount of anti-seize lubricant. Locate the multi-layer steel header gaskets in the hardware kit. **Notice** how the triangular shaped holes at the ends align with the top row of holes on the engine head at the front and rear. Insert **two** prepared bolts through the triangular corners of the gasket and begin threading them into the front and rear holes. **WARNING:** Only thread the bolts into the holes enough to ensure they are not cross-threaded. Thread in **two** more bolts for a total of 4 along the top of the gasket.

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## INSTALLATION INSTRUCTIONS

CORSA EXHAUST



- 5.** Lift one of the headers up and slide the 4 top bolts into the header flange to align to the engine. **(This step is much easier with the help of another person).** Start the bolt along the bottom of the flange to hold it in place. **Start the remaining header bolts by hand to ensure they are not cross-threaded.**

**Do not fully tighten any of the bolts at this point** as you may not have enough space to get a tool on some of the bottom bolts because they will hit the primary tubes.



- 6.** Gradually tighten the bolts half way, then more until they are all nearly tight. Once all the bolts are snug, tighten them to 20ft-lb, working in a cross pattern starting in the middle at working outward.

**PRO TIP:** Tighten all bottom 4 bolts and the 1 top most rearward bolt from below the vehicle. Tighten the remaining top 3 bolts from above.

Repeat **Install Steps 4-6** on the opposite side of the engine.



- 7.** Reinstall the steering shaft from **Removal Step 14** to the universal joint using a ratchet and a T40 Torx bit socket.

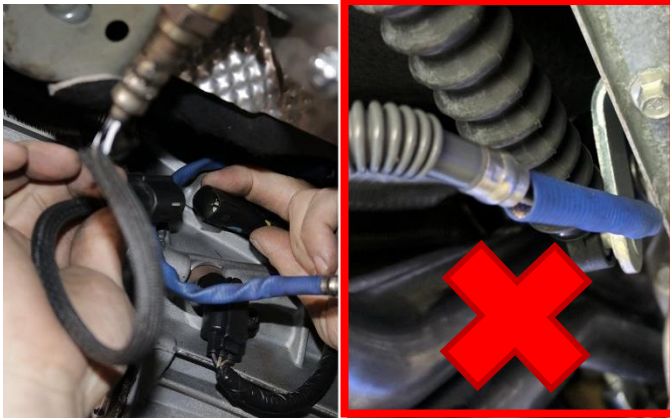


- 8.** Reinstall the front O2 sensors into the collectors. **WARNING:** The sensors are fragile and sensitive to contamination, take care when handling. Tighten them using an O2 sensor socket and ratchet or a 22mm wrench. **PRO TIP:** The best way to secure the passenger side sensor is to route the sensor plug behind the black tape-wrapped transmission sensor wire near the starter.

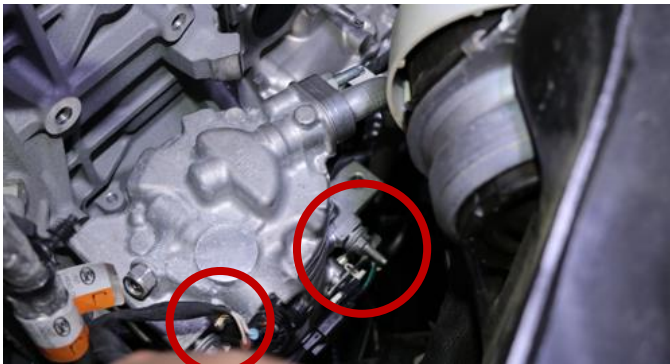
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## INSTALLATION INSTRUCTIONS

CORSA EXHAUST



9. Plug the passenger side O2 sensor into the extension if installed during **Install Step 2**. Use the supplied zip ties to secure the wires up and out of the way of the headers to prevent melting. The driver side extension will plug into the vehicle harness near the oil pan. Connect the driver side sensor and secure it within the spring clip on the side of the transmission. Use zip ties if necessary to prevent the wire from contacting any exhaust components or coming loose and possibly dragging on the ground.



10. **'15-'17:** Skip to **Install Step 11**.  
**2018:** Reattach the air conditioning compressor to the passenger side of the engine using a 13mm wrench.



11. Reinstall the factory engine mount brackets using a ratchet and 13mm socket. **Passenger Side:** Ensure the top bolt in the front has a threaded stud on the hex end. Reinstall the ground strap and secure with the 15mm nut removed during **Removal Step 17**. Lower the engine back onto the engine mounts.



12. Reinstall the starter, secure it with the three 10mm bolts from **Removal Step 15** using a 1/4 drive ratchet and 10mm socket with 3" extension. Connect the starter wires using the ratchet with the 10mm and 13mm nuts.



13. Refer to the installation instructions included with the CORSA X-Pipe (part number 14327), to install the X-pipe onto the factory axle-back or CORSA Cat-Back. Once the CORSA X-Pipe or Cat-Back is installed, support the front of the X-Pipe with a screw jack or similar device.

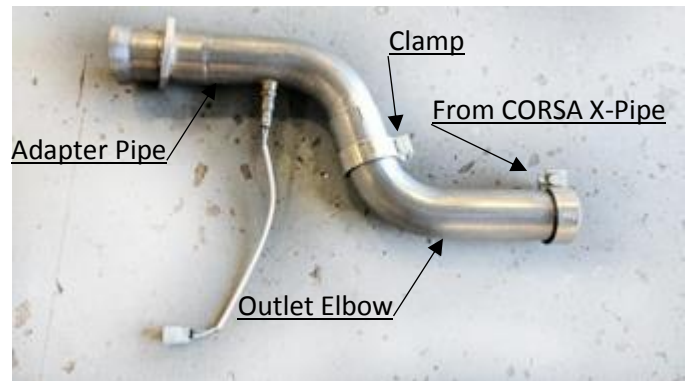
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## INSTALLATION INSTRUCTIONS

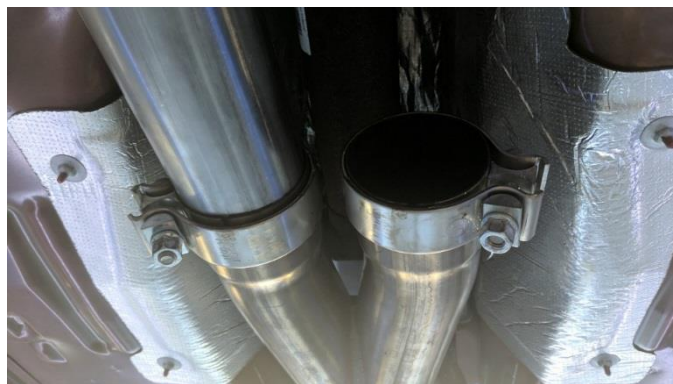
## CORSA EXHAUST



- 14.** Install the rear O2 sensors into the CORSA flanged adapter pipes with O2 bung. The adapter pipes are symmetrical for driver and passenger. **Ensure the O2 sensors are installed on the correct side of the vehicle.**



- 15.** Locate one of the 3" clamps from the adapter hardware kit along with one of the expanded outlet adapter elbows. The outlet elbows are symmetrical for driver and passenger. Assemble the passenger side adapter pipe, clamps, and outlet elbow as shown.



- 16.** Install one of the donut gaskets on the passenger side header collector. Insert the outlet elbow into the inlet side of the CORSA X-Pipe.



- 17.** Adjust the pipe so the flared end (with the flange) aligns to the spherical donut gasket.

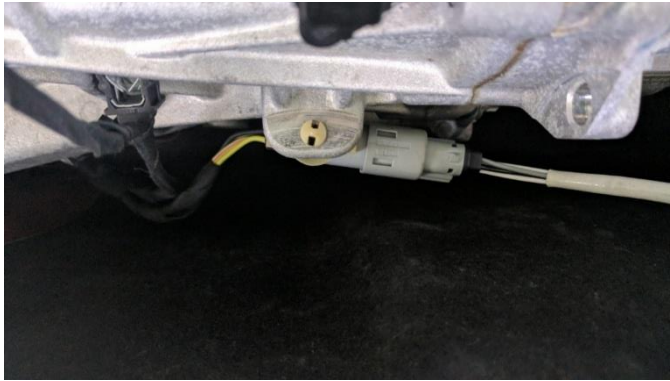


- 18.** Secure the flange with four bolts and four nuts from donut gasket kit. Install the bolts so the head of the bolt is forward in the vehicle. The nuts have a locking thread design so they are not able to be finger tightened. Tighten the nuts only enough to snug the flared adapter onto the gasket and still allow some movement.

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### INSTALLATION INSTRUCTIONS

CORSA EXHAUST



**19.** Connect the passenger side rear O2 sensor to the vehicle harness. (Located on the side of the transmission housing).



**20.** Repeat **Install Steps 15-18** on the driver side of the vehicle. **Driver Side:** Remove the harness connector from the transmission and rotate it down so the connector is on the bottom side of the mounting point with the open end facing the rear of the car. Connect the driver side rear O2 sensor.



**21.** Begin the final alignment process by snugging all clamp bolts using a ratchet and 15mm socket. Align the adapter pipes so they are roughly parallel to the ground and running straight toward the rear of the vehicle. The pipe overlap between the elbows and at the inlet side of the X-Pipe should be slightly more than 1.5". With the system snugged, adjust pipe overlaps and check all clearances to heat shields, wiring harnesses, and chassis components.



**22. The help of a second person is required for this step.** Ensure the exhaust tips are properly centered within the rear bumper valence. Tighten all clamps to 45ft-lb. Tighten the spherical flange nuts and bolts to 15ft-lb or 180in-lb using a 1/2" socket, extensions (as necessary), a torque wrench, and 1/2" box wrench.

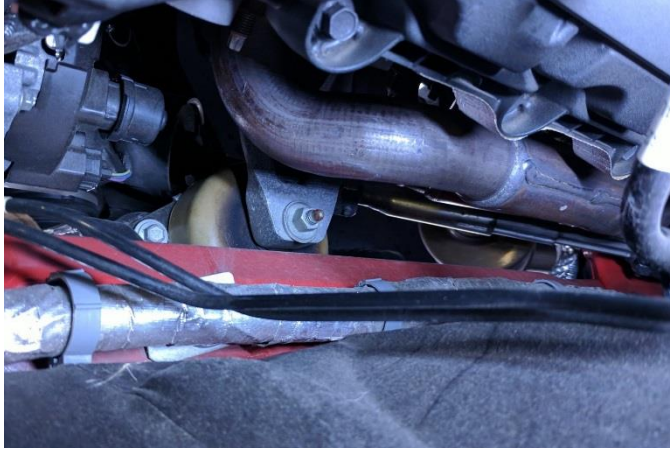
**23.** Perform one final check for exhaust system clearances to any heat shields or chassis components. Ensure no wires are contacting the headers.

This concludes the work done under the vehicle. Lower the vehicle to the ground.

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## INSTALLATION INSTRUCTIONS

CORSA EXHAUST



**24.** Secure the top of the engine mounts with the nuts removed during **Removal Step 6**, using extensions, a ratchet, and a 15mm socket.

**PRO TIP:** "Wobble" extensions make this step easier but a normal swivel section can be used. Also, it is possible to do this from the bottom with a "stubby" wrench.



**25.** In the engine bay, reinstall the air intake box and secure it with the bolt from **Removal Step 5**. Tighten the hose clamp with a flathead screw driver or nut driver. Connect the airflow sensor cable and lock in place with the red tab. Connect the breather hoses to the intake duct.



**26.** Reinstall the engine cover and press into place.

Reinstall the strut tower bar, if present, (from **Removal Step 2** and secure with the shock mount nuts, 15mm socket and ratchet.



**27.** Reconnect the negative battery cable.

**NOTE:** Immediately following the installation of your exhaust system, you may experience a trace of smoke after initial start-up. DO NOT be alarmed. The smoke is caused by the burning of a small amount of forming oil residue used in the manufacturing process.

**NOTE:** It is strongly suggested that all clamps be checked and tightened after road testing the vehicle once the system has cooled.