

STAINLESS WORKS FORD LIGHTNING HEADER AND EXHAUST SYSTEM INSTALLATION INSTRUCTIONS

HEADER INSTALLATION

1. Disconnect Battery
2. Remove 8mm headed bolt holding engine die stick to left cylinder head and remove dipstick tube.
3. Put truck up on jack stands or lift.
4. Remove front tires (for manifold bolt access).
5. Thru left fender well undo air tube at manifold.
6. Remove 2-13 mm headed bolts holding heat shields to transmission cross members, and 1-13mm bolt on head pipe mount.
7. Remove 2-18mm nuts holding transmission mount to cross member.
8. Remove 6-18mm nuts (3 per side) holding cross member to frame rails.
9. Lift transmission to take weight off the cross member, slide bolts coming thru frame rails out of cross member and pull cross member out.
10. Unhook all 4 O2 sensors.
11. Pull 4-15mm nuts off of manifolds holding head pipe on.
12. Undo hangers and drop exhaust.
13. Put cross member back in permanently
14. Remove starter: 3-13 mm bolts holding it to bell housing, 1- 13mm nut holding battery cable, 1-10mm nut holding solenoid wire.

15. Remove 8-13mm nuts per side holding manifold to head and pull manifolds down through the bottom.
16. If you retain the factory studs you may have to jack up motor to install headers. If you are using bolts, headers will slide up in place from the bottom, without jacking up motor. Make sure to install all bolts before tightening, and with bolts installed but loose on the passenger side, go ahead and install starter, it can be done with header tight, it is just easier with the header loose. Also install O2 extensions on wiring harness side before putting headers up in place; this will make it much easier to get to the factory connectors.
17. Tighten all bolts.
18. Put dipstick tube back in and tighten bolt
19. Install O2 sensors

EXHAUST INSTALLATION

1. Slide clamp onto inlet of converter and slide onto collector (both sides).
2. Slide clamp onto inlet of left head pipe and slide it onto left converter, making sure to place the welded on mount on the head pipe into lower hold in factory mount on the cross member. Tighten mount
3. Slide clamp onto right head pipe and slide it onto converter with the O2 bung pointing up around 10 o'clock.
4. Slide one more clamp onto each pipe behind cross member and slide muffler onto pipes. You may have to rotate right side pipe a little from side to side to match inlets of muffler. Muffler should be level from side to side.
5. Take large T-shaped hanger and install it into the 2 rubber hangers above muffler so that clamp will go over left side pipe.

6. Put clamp onto right side muffler outlet pipe and slide onto muffler.
7. Install left side muffler outlet using the hanger as its clamp.
8. Take hanger with flat plate welded to it and install it in the rubber hanger so that the part that slides thru the hanger is pointing inward towards drive shaft.
9. Disassemble the provided saddle clamps and install one on each pipe so that the U-bolt faces upward, the saddle goes under the hanger plate, and the nuts go on top of the hanger plate.
10. Slide the last 2 clamps onto the muffler along with the polished tips. Align tips in the opening where you want them and tighten all clamps and hangers.
11. Check everything over to make sure all clearances are good. 1/2" is usually good.
12. Install rear O2s.
13. Road test and retighten.