



96-04 MUSTANG HEADER INSTALLATION INSTRUCTIONS

Exhaust installation is best performed on a lift by a qualified technician. Before starting any work, make sure that vehicle is adequately supported before starting, and raised as high as possible for easy removal of the manifolds.

1. Disconnect battery, remove air intake, and stock H-pipe
2. Remove starter (using a long extension and swivel socket.) You will have to come in from the front, over the top of the motor mount to get the top 2 bolts. Disconnect steering at rack, push shaft off to the side.
3. Remove air tube from left manifold (if you loosen it at the top it makes it easier to work with and hook back up later).
4. Remove nuts on both motor mounts studs as they pass thru frame mounts. You will need to jack up each side of the motor to get to the upper exhaust manifold nuts, as well as tighten them after headers are installed.
5. Unbolt left manifold and remove from car.
6. On 3rd port back, remove both studs from head, cut the hex off the end of the stud and reinstall.
7. Put in header, put on studs and loosely install all nuts
8. Put steering shaft back on rack and tighten. Tighten header nuts. Install and tighten air tube
9. Remove right side manifold. You will have to jack up right side of motor to not only get all the nuts but also to get manifold out.
10. With motor still jacked up put right header in, install all nuts first then tighten.
11. With motor still jacked up reinstall starter using the same technique as the removal (there is a small hole in the right fender well that you can sort of see through to see where the starter bolts go, it is difficult so be patient).
12. Lower motor down, reinstall motor mount nuts and torque to factory specs.
13. Slip one 3" clamp onto each header followed by the high flow converters or off road pipes. Next, slide one 3" clamp onto the outlet of the converter or off road pipe and install the short ball flange assembly. Next, install the x pipe assembly, followed by the ball flange x pipe outlets.
14. Reinstall the factory exhaust system in the reverse order it was removed. Once all pipes fit properly, we recommend breaking the exhaust apart and using red high

temp RTV at each joint to ensure a leak proof seal. Tighten all clamps making sure that there is adequate clearance. Reinstall the O2 sensors, using a small amount of never seize on the threads. Be sure to only apply never seize to the threads-if this is applied to the O2 element it will ruin the O2 sensor. Connect to the factory harness using the supplied extension harness. Zip tie the extender harnesses out of the way.

15. Reconnect battery, start car and warm up. Let cool thoroughly and retighten all header bolts and clamps. Drive car and enjoy your newfound power.

If you have any questions, please contact us via phone or email. We will be glad to help you any way we can. Thanks for your business!