

2018-19 FORD MUSTANG GT 5.0L

HEADER INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works Header system for your 2018-19 Ford Mustang 5.0L. Our team has worked to ensure that this product is the premium in performance, quality, and fitment. We are proud to say that this system will unleash the true character of your vehicle. We encourage you to read through the following steps, and check the included Bill of Materials before beginning. Please follow these steps to ensure that your installation goes as planned.



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a.

Stainless Works recommends the use of Hi-Temp RTV sensor safe silicone gasket maker as an option or in conjunction with the use of factory gaskets. The recommended Oxygen Sensor Safe RTV is either Valco All-in-One Aluminum or Permatex Copper P/N 101BR available at NAPA, Autozone and other retailers.

b.

Disconnect the battery before starting to work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.

c.

Your exhaust system can be installed by a weekend warrior, but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a hard level surface. Jack stands are required for safety.

d.

You will assemble the components together as specified below, but only snug the clamps as you move along from front to back. After aligning all the components in the vehicle, you will tighten all the clamps working from front to back of the vehicle.



Detail a

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DISASSEMBLY

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- 1.**
Remove the battery box cover - 3 push clips.
- 2.**
Disconnect the battery.
- 3.**
Remove the 6mm battery hold down bolt and remove the battery.
- 4.**
Remove (3) 6mm bolts holding the battery box in and remove the battery box.
- 5.**
Starting from the right side of the car, remove (6) push clips holding the windshield wiper cowl down.
- 6.**
Remove the inner battery box panel - (8) 6mm bolts and (2) 8mm bolts.
- 7.**
Loosen the air box clamp and disconnect the wire.
- 8.**
Remove the air box cover and filter.
- 9.**
Remove the air box - (1) 6mm bolt.
- 10.**
Raise and support vehicle.
- 11.**
Remove the lower engine service cover - (6) screws.
- 12.**
Mark and remove the steering shaft from the rack by removing the 8mm Torx bolt from the top side of the swivel joint.
- 13.**
Remove the wires from the starter - (1) 8mm nut, (1) 6mm nut. Then remove the starter - (3) 8mm bolts.
- 14.**
Disconnect O2 sensors. The sensors can either be removed now or after removing the pipes.

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15.

Remove left and right motor mounts from the frame mounts by removing the 15mm nut at each side.

16.

Raise the motor slightly.

17.

Remove the right side motor mount from the motor by removing the 15mm nut that holds the ground wire and the (4) 13mm bolts.

18.

Remove (16) 15mm nuts, (8) per side, from the manifolds.

19.

Remove (16) E8 Torx studs, (8) per side, from the cylinder heads.

20.

Undo the wide band clamps in front of the mid resonator. Remove the manifolds and catted pipe together.

ASSEMBLY

21.

Run a bead of RTV sealant on the sealing surface of each header, and install from the bottom. Use either the supplied 10mm bolts or the factory studs and nuts.

22.

Reinstall the motor mounts, lower the motor and tighten the nuts.

23.

Put the starter back in and tighten.

24.

Reconnect the steering shaft.

25.

Reinstall the engine service cover.



Detail 18: OEM manifold



Detail 20: OEM catback connections

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26.

Depending on your purchased kit, install either the catalytic converters or the off road pipes using (2) 3" clamps.

27.

Install the lead pipes using (2) 3" clamps.

28.

Install the O₂ sensors using the supplied extension to the driver side front. The rear wires can be removed from the looms on the transmission to make them reach if needed.

29.

Connect the lead pipes to either your Stainless Works catback using (2) 3" clamps, or use factory clamps to connect to the OEM catback.

30.

Adjust all components for fitment and tighten all clamps.

31.

Be sure to have adequate clearance around all wires, hoses, and lines. If anything is in contact with the exhaust system it will melt. Make sure to have at least ½" of clearance and wrap any suspect areas with DEI thermal barrier wrap.

32.

Lower the vehicle.

33.

Reinstall the air box.

34.

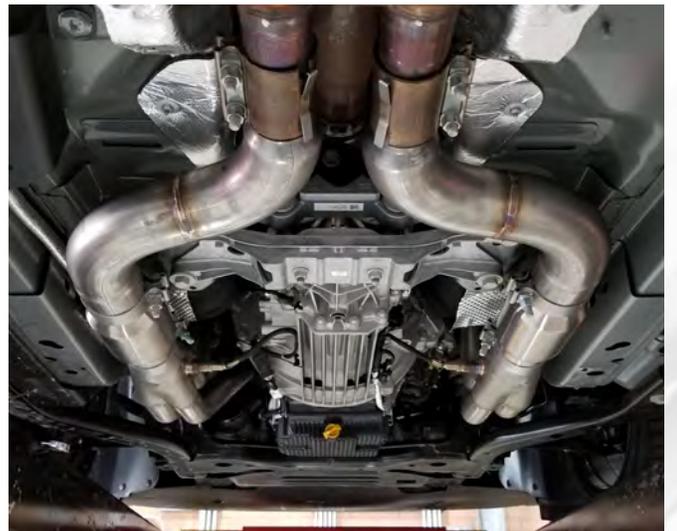
Reinstall the battery box components and the battery.

35.

After double checking for clearance and making sure all lines, wires and hoses are secured, drive the car for 10-20 miles and re-check all clamps and clearances. Your system may be tack welded at the joints/ clamps to reduce shifting of the system during heating and cooling cycles. Make certain to disconnect the battery before performing any welding.



Detail 28: Lead pipes and O₂'s installed



Detail 29: Catted headers installed to OEM catback connection

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