



INSTALLATION INSTRUCTIONS - INS163

2015-2019 Ford Mustang GT 5.0L

FULL LENGTH HEADERS

Part # 1633, 16330 and 16335

Part # 1856, 18560 and 18565



Install Time: Approximately 6 Hours.



Difficulty: Difficult.



**Additional Parts required
(sold separately) for installation:**

SHORT MIDPIPE +
O2 EXTENSION HARNESS KIT

SEE BBK WEBSITE FOR CORRECT
APPLICATIONS AND PART BBK NUMBERS



2018 UP OWNERS

Before attempting the installation - **You must identify** that you have the correct headers in the box. Passenger side header must be marked **SUB1633 REVB** or **SUB1856 REVB**. If REVB is **not** marked on the passenger side header they will not fit + you will need to **return/exchange** for the updated version that has REVB noted.



All required **O2 Sensor** Extension Harnesses are available separately - See [BBK Website](#) for correct applications and part BBK numbers.

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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.

STEP 2



Remove the air filter box. Remove the first and second nuts on the top row of studs on the stock header of the driver side. On the passenger side, remove the first top nut that is behind the AC hose. Loosen the motor mount nut that faces up towards the header on each side, however do not remove completely at this time

STEP 3



Lift the vehicle as high as possible utilizing approved jack stands or preferably a vehicle hoist. From underneath the vehicle unplug the 4 oxygen sensors from the wiring harness.

STEP 4

On 2011 to 2014 models loosen the clamps at the front of the stock H-Pipe and then loosen the barrel style clamps at the rear. These rear clamps will be re-used with the BBK X-Pipe assembly. Remove the nuts on the converter pipes at the header collectors and remove from the vehicle.

FOR 2015 MODELS SKIP TO STEP 6.

STEP 5

On 2011 to 2014 remove the four nuts on the round tube support brace under the oil pan and remove the brace. Loosen the 3 bolts on the plastic cover that covers the area around and forward of the rack and pinion. Let plastic cover hang. This will give access to the front header nuts.

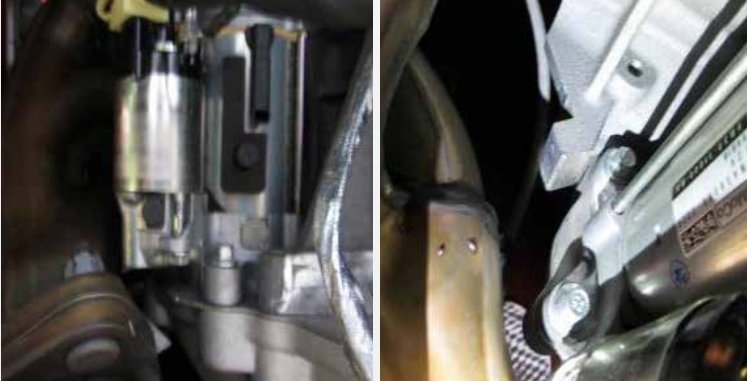
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STEP 6



Remove the (3) 10mm bolts that hold the starter in place then remove the starter and hang it to the side.

STEP 7



Remove the 2 bolts from the steering U-joint at the rack and pinion. Then pull the coupler downward towards the rack and pinion to separate the steering shaft from the coupler allowing the steering shaft to hang out of the way to the side.

STEP 8



Utilizing a jacking device and a block of wood under the bell housing, remove the previously loosened nut on the driver side motor mount, once removed jack the engine upward enough to clear the motor mount stud. Remove the 4 bolts that secure the aluminum mount to the engine block and remove from the vehicle.

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STEP 9



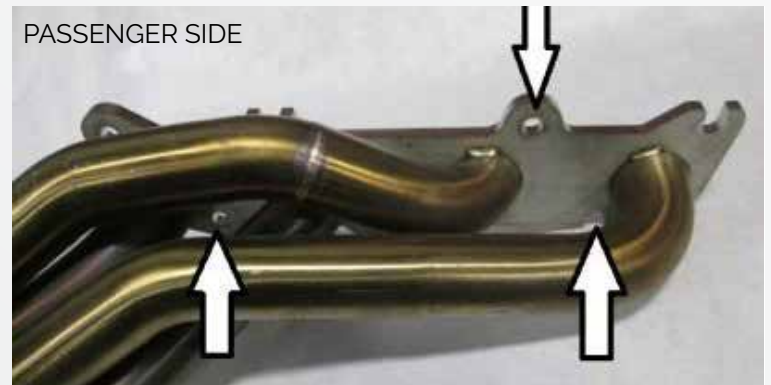
On the 2015 model loosen the ball flare clamp on the driver side pipe near the transmission cross member then loosen the exhaust coupler at the resonator and remove driver side pipe from the vehicle.

STEP 10



Remove the remaining exhaust manifold nuts then remove the exhaust manifold along with the gasket from the vehicle.

STEP 11



Using an 8mm Torx bit socket remove all the exhaust studs. Only leaving the (3) studs that correspond to the marked holes pictured below. (This will be done to the driver side and passenger side of the engine.) The supplied bolts will be used in the holes that the exhaust studs where removed.

NOTE: There are 2 thread pitches supplied. Because the manufacturer changed the thread pitch used after 2011 you will have to compare the supplied bolt to the factory stud to confirm which thread pitch to use.

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STEP 12



Install the supplied gasket and the BBK Header on the remaining studs and install the nuts and bolts. You may have to raise or lower the motor a bit to get the BBK header in place tighten all the nuts and bolts that you can reach from underneath the vehicle.

continued

gine still on the jack check for clearance on both sides of engine compartment as the engine will move freely from side to side then after desired clearance set the engine down. On passenger side either use a short 15mm wrench from underneath or a 15mm crows-foot with an extension from up top to tighten motor mount nut.

STEP 13

Re-install the motor mount and lower the engine back down onto the chassis mount. Re-install the nut onto the motor mount stud just get it started a couple of threads to allow movement for when you move onto the passenger side removal and installation. PICTURED IN STEP 2.

STEP 15

Re-install the starter, steering U-joint and shaft. Install the supplied bolts into the collector flanges.

NOTE: When installing the steering u-joint make sure the joint is engaged the correct amount onto the rack and pinion and steering shaft allowing proper engagement for the bolts to go thru the corresponding slots in the shafts. Failure to install the steering shaft properly can result in complete steering failure. On 2011 to 2014 models re-install the plastic cover and tube support brace.

STEP 14

REPEAT STEPS 8-13 FOR THE PASSENGER SIDE INSTALLATION.



NOTE: Remove the 2 bolts that hold the actual motor mount isolator to the chassis as the entire motor mount assembly needs to be removed on the passenger side to allow room to install the BBK Header on all years from 2011 to 2015.

On 2015 models on the passenger side you do not need to separate

the catted down pipe from the exhaust manifold as it will come out of the vehicle in one piece. After installing both driver and passenger side full length headers and motor mount brackets. Now with the en-

continued on next column

STEP 16

For 2011 to 2014 models slide the stock barrel style clamps onto the front of the stock exhaust system about halfway. Install the BBK X-Pipe section into the barrel clamps and then connect the front of the X-Pipe to the collectors of the BBK Headers. Using the supplied hardware.

NOTE: First level out the X-Pipe and tighten the collector nuts then while another individual holds the muffler/tip in the correct position tighten the barrel clamps.

STEP 17

Remove the 4 oxygen sensors from the stock exhaust. Install the 2 front oxygen sensors into the BBK Header collectors and the 2 rear oxygen sensors into the BBK X-Pipe and connect the oxygen sensor extensions to the wiring harness.

NOTE: 2015 model requires 2 front extensions, 2011 to 2014 requires all 4 extensions. 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.

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STEP 18

From the top side of the vehicle in the engine compartment tighten the motor mount and header nuts that you couldn't reach from underneath the vehicle. These nuts and bolts are easier to get to from the engine compartment looking down on them.

STEP 19

Re-install the air box. Reconnect the negative battery terminal. Start the engine and check for any exhaust leaks.

NOTE: Header bolts and nuts should be rechecked after 500 miles.

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