



# Ford Mustang Header and Cat Installation Instructions

**XFORCE RECOMMENDS AN AUTHORISED PROFESSIONAL TO INSTALL ALL PRODUCTS**

**WARNING:** When working on any vehicle exercise extreme caution. Please allow the vehicles exhaust system to be cool enough to touch before removal. Failing to do so may result in severe burns. If working without a hoist refer to the vehicles manual to check correct lifting specifications. Always wear safety glasses, protective gloves and ensure your working in a safe area. Serious injury or death can occur if the correct safety measures are not followed.

**Attention:** Please read the instructions carefully. XFORCE will only warrant manufacturing faults. This does not extend to damage or breakage due to incorrect fitment.



## Required Tools

1. Spanners and Sockets required
2. 6mm, 10mm, 13mm, 14mm, 15mm, 17mm
3. Extension bars and swivel join
4. Jack to raise the engine
5. Can of spray lubricant
6. Tube of O2 Sensor safe sealant



← HS-FM15-L & R

← FM15-CATB-L/R x 2

← FM15-C1L & R



Left

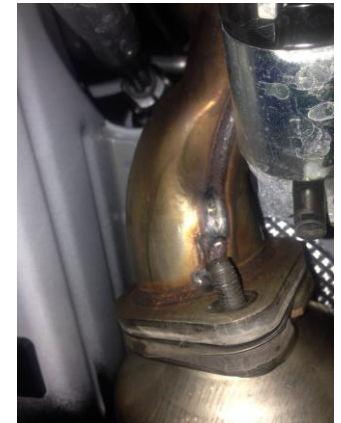
Right

## Step 1

Disconnect Battery (located under a rubber lid in the engine bay on the left side near the windscreen)

Unbolt the right hand exhaust at the 2 bolt flange at cat (15mm) below the standard header and the flat band clamp (15mm) in the middle of the car.

Unbolt the left side at the ball flare joint after the cat and the flat band clamp in the middle of the car (15mm)



Flat  
Band  
Clamps



## Step 2

### **Right Header HS-FM15-R**

From inside the engine bay, undo the 1 centre nut of the rubber engine mount.

Lift the car on the hoist, remove the steering knuckle and push the upper steering shaft up.

Undo all 8 (15mm) nut on the factory header and remove the header.

Remove the front 4 studs, starter motor, jack up the engine (using a Hydraulic jack stand), remove the alloy engine mount arm.

Unpick the wiring harness from the back of the cylinder head to allow the **LEFT** (long) O2 sensor to reach

Slide the Xforce Header in and start the nuts on the studs, refit the other 4 studs and start the nuts

Put the engine mount arm into the engine bay where it belongs (You will need to juggle the header on the studs) but don't put bolts in.

Tighten header then refit the alloy engine mount arm and tighten, lower the engine down onto the rubber mount and tighten, refit the starter motor.

Refit the steering, The **LEFT** (long) O2 sensor as it is longer (manual only) and check that everything is tight and that you don't have anything left over.

***Time 3 Hours***



Steering  
Knuckle



Alloy Engine  
Mount Arm



## Step 3

Left Header **HS-FM15-L**

Undo all 8 (15mm) nut on the factory header and remove the header.

Remove the front 4 studs and the top rear stud.

Slide the Xforce Header in and start the nuts on the studs, refit the other 4 studs and start the nuts

Tighten header then refit the **RIGHT** (short) O2 sensor (unclip the O2 plug from the mount so the harness becomes longer) and check that everything is tight and that you don't have anything left over.



Bolt In  
Header  
Before Fitting

***Time 1 hour***



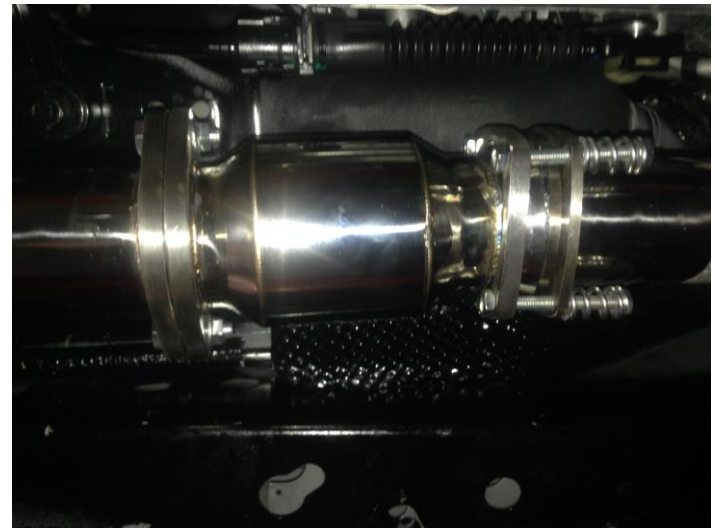
## Step 4

Fit the round ball flare gaskets to the header

Fit the cats (FM15-CATB-L/R) and bolt up using the bolts with springs on them and do up ***FINGER TIGHT***

Then fit the cat pipes (FM15-C1L & R) ***FINGER TIGHT***

Do not tighten until you have fitted the XForce cat back system.



**Note:** When you first start your vehicle after the installation of your new XFORCE Performance Exhaust System, there may be some smoke and fumes coming from the system. This is a protective oil based coating used in the manufacturing of mandrel bent performance exhaust tubing. This is not a problem and will disappear within a very short period of time after the exhaust has reached normal operating temperatures.