



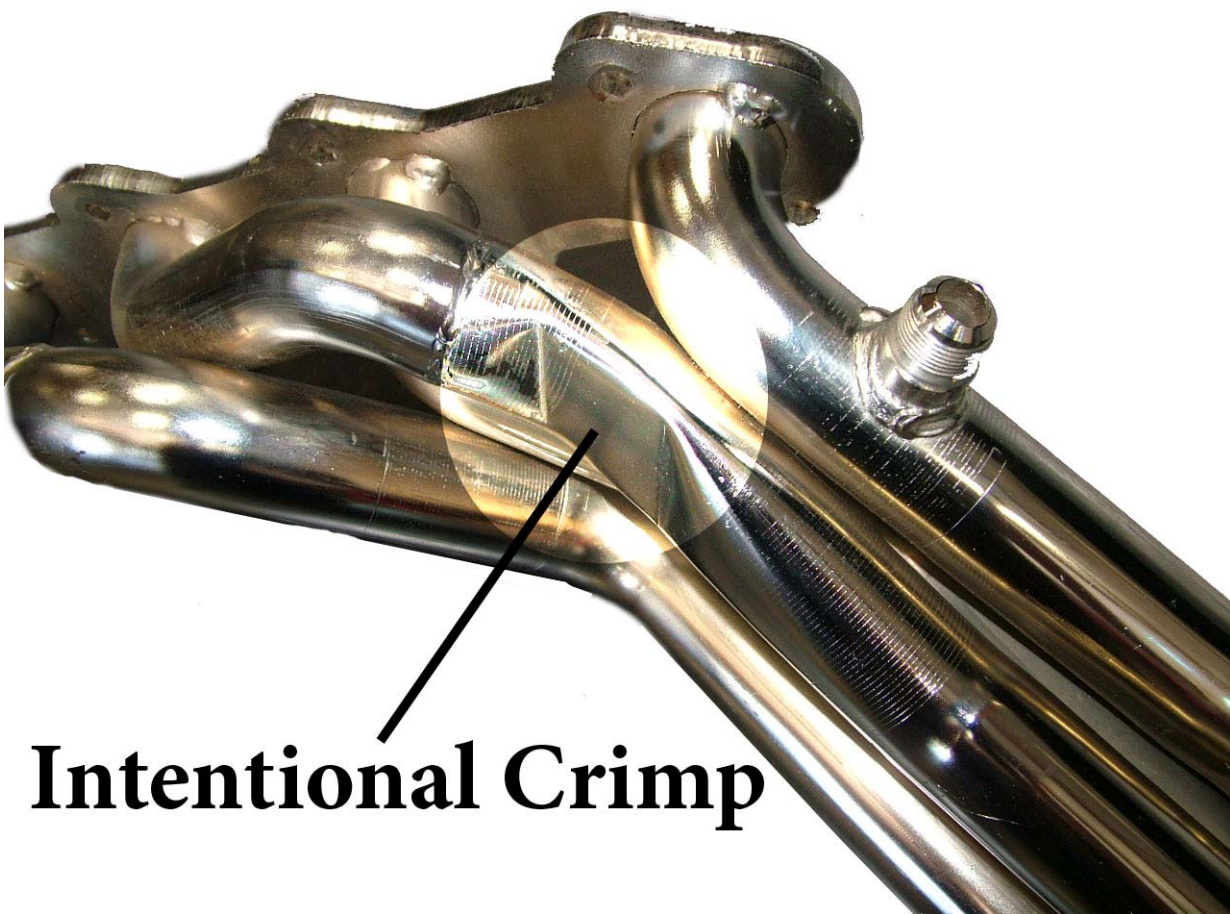
IMPORTANT NOTICE!

FOR ALL 1996-2004 MUSTANG 4.6L 2&4 V HEADERS

BBK has intentionally crimped the driver side header tube(s) in this set to provide necessary clearance for the steering shaft.

BBK has performed extensive R&D /dyno testing on this design. The crimp does not have a negative effect on performance, tuning, or exhaust flow output.

The crimp does not constitute a warranty claim.



Intentional Crimp

W W W . B B K P E R F O R M A N C E . c o m



IMPORTANT- All appropriate safety equipment(i.e: gloves,tools) must be used during the installation of these product(s).
BBK Performance, Inc. accepts no responsibility for injuries resulting in the installation of any product(s).



**1996-04 FORD MUSTANG 4.6L 2-V
TUNED LENGTH SHORTY HEADERS
PART#S 1615/16150**

I N S T A L L A T I O N I N S T R U C T I O N S

CAUTION

**Working under a car is hazardous. Use sturdy jack stands on a solid level surface.
Always wear protective eye wear.**

Included in this kit: Headers, gaskets, header bolts, collector bolts, collector studs, washers, and nuts.

Tools required: Jack, stands, 5/16", 1/2", 9/16", 1-1/16" open end wrenches. 5/16", 1/2", 9/16", 18mm, 21mm sockets.

- Step 1** Disconnect the (-) negative battery terminal, remove intake hose and air filter box, and remove strut tower brace (if applicable).
- Step 2** Lift vehicle as high as possible with jack and support with stands.
- Step 3** Unplug all oxygen sensors (removal from H-pipe is not necessary).
- Step 4** Unbolt H-pipe from manifolds and catback system and remove.
- Step 5** Remove motor mount to K member nuts.
- Step 6** Carefully jack up engine (we recommend using a solid block of wood to place under the engine) until mounts rise out of K member. **NOTE: Watch for any hang-ups such as wiring harnesses or hoses while lifting engine.** Safely support in this position.

Driver-Side

- 7** Disconnect EGR by-pass tube from top of exhaust manifold.
- 8** Remove bolt from steering shaft at steering rack, move shaft aside.
- 9** Although not necessary you may find more working space by removing the motor mounts from the engine block.
- 10** Remove stock exhaust manifold and gasket. **NOTE: On some vehicles it may be easier to access the upper exhaust manifold bolts from above the engine.**
- 11** Install BBK header and supplied gasket. **These headers have slotted mounting holes which will allow you to start some of the header bolts before placement. NOTE: On some applications it may be easier to re-use some of the original stud type header bolts.**
- 12** Insert one collector bolt down through each of the slotted holes in the collector flange.
- 13** Reinstall motor mount and reassemble steering shaft.

Passenger-Side

- 14** Unbolt and remove starter from bell housing.
- 15** Remove motor mount from block if needed.
- 16** Remove stock exhaust manifold and gasket.
- 17** Install BBK header and supplied gasket.
- 18** Insert supplied collector studs.
- 19** Reinstall motor mount and starter.
- 20** Lower engine into chassis and tighten nuts.
- 21** Reinstall H-pipe using supplied washers, lock washers and nuts at collector.
- 22** Lower car and reinstall intake hose and strut tower brace (if applicable).
- 23** Re-connect negative (-) battery terminal.