

BBK PERFORMANCE LLC  
3060 Performance Circle  
Deland, FL 32724

For any questions, email us:  
TECH@BBKPERFORMANCE.COM



## INSTALLATION INSTRUCTIONS - INS197

# TUNED LENGTH HEADERS

Part # 1442 and 14420 // 2011 - 2017 Ford Mustang V6



**Special Tools required:** No special tools required.



**Install Time:** Approximately 4-6 hours.



**Difficulty:** Average.



**NOTE!** Be sure to check and re-torque the header nuts after 500 miles of driving.



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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

### HARDWARE INCLUDED

1411 Set of Gaskets (1pc)  
KIT1442/0 // HDW153- Stud, M10-1.50x62mm (4pcs) /  
HDW105- Flat Washer, 10mm (4pcs) /  
HDW150- Hex Nut, M10-1.5 (4pcs) /  
HDW151- Lock washer M10 (4pcs)

### STEP 1

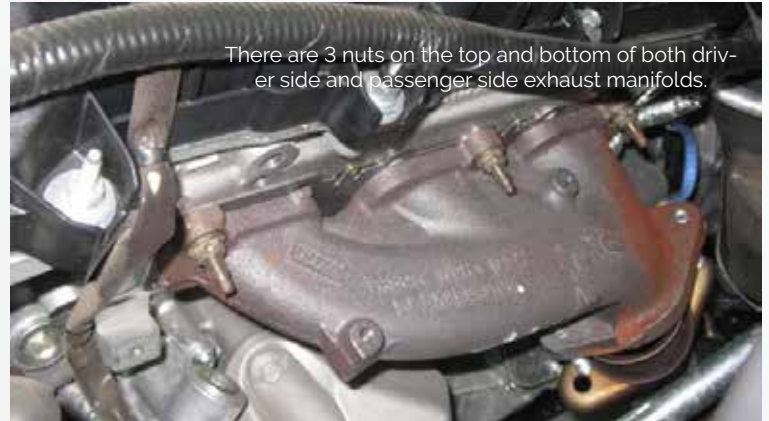
Disconnect the negative battery terminal, then raise and support the vehicle using jack stands or a car stand.

### STEP 2



Unbolt the factory x-pipe from the exhaust manifolds and let it hang down. This will aid in tightening the passenger side BBK Header.

### STEP 3



There are 3 nuts on the top and bottom of both driver side and passenger side exhaust manifolds.



Removing this bolt will free the coolant line secured to the engine and aid in space for tools to remove and install the headers.

Remove the heat shields on the exhaust manifolds. Remove the 6 nuts securing each exhaust manifold to the cylinder head. Remove the Header and Gasket from the vehicle.

**NOTE!** These manifolds can be removed from the top of the engine compartment.

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STEP 4



Install the supplied studs onto the BBK Header Collectors.

STEP 5



STEP 5 (cont.)



Passenger side needs to be loose to aid in tightening the bottom rear nut.



For both the driver side and passenger side place the supplied BBK Gasket and header into place. Then Tighten.

**NOTE!** The passenger side is a little more tricky. Make sure to leave all the nuts loose so the header has room to move. With the stock x-pipe hanging out of the way, the bottom rear nut needs to be tightened from behind the collector.

STEP 6

After tightening both headers, lift the vehicle and re-install the stock x-pipe using the supplied hardware and reconnect the battery.

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