



**PART #82723 & 82726
INSTRUCTION SHEET
2011-14 FORD MUSTANG 5.0L
Short Tube Headers**

Requires Ford Exhaust Manifold Gasket Set #BR3Z9448A for Installation. Not included with headers. This gasket set includes head flange and catalytic converter gaskets.

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DO NOT WRAP YOUR NEW HEADERS!

The use of thermal wraps will drastically shorten the life of your headers, and will void the Hedman "Lifetime Guarantee".

DO NOT USE A BUMPER JACK! SAFELY RAISE THE VEHICLE AT LEAST 36 INCHES FROM THE GROUND AND SOLIDLY SUPPORT THE VEHICLE USING JACK STANDS. NEVER WORK BENEATH A VEHICLE THAT IS NOT PROPERLY SUPPORTED BY JACK STANDS WITH SUFFICIENT LOAD CAPACITY.

BEFORE STARTING INSTALLATION:

These exhaust heddors are designed to fit a stock 2011-14 Ford Mustang GT with 5.0L. Should you have interference issues, do not bend, bang, cut, dent, drill or heat any portion of these headers! Any alteration other than those suggested in an official Hedman Heddors instruction sheet will void the Lifetime Guarantee!

INSTALLATION INSTRUCTIONS:

1. Disconnect battery cable to prevent damage to your electrical system, and allow the engine to cool!
2. Apply the emergency brake, chock the rear wheels, raise the vehicle and support it with jack stands.
3. To improve clearance during the installation, it is recommended that you remove the plastic engine cover, air intake box and tube, lower engine inspection cover, and strut tower brace (if applicable).
4. To ease removal, pre-treat the header flange and header collector studs/nuts with penetrating oil.
5. From above, remove the upper motor mount nut on each side, and remove the outboard collector bolts.
6. From beneath the car, carefully unplug the O2 sensor wires leading to the mid-pipe assembly. Loosen the two band clamps (two bolts each) connecting the mid-pipe to the catback, then remove the two inner collector bolts. If your vehicle has a crossbar, remove it also.
7. The mid-pipe with catalytic converters can now be removed and set aside for reinstallation later on.
8. Remove the heat shield by the header collectors and carefully unplug the O2 sensor wires leading to the stock exhaust manifolds.
9. Remove the bottom and top bolts on the steering shaft u-joint, then from inside the car, pull the steering column up towards the driver position about 2". The steering shaft can now be removed from the engine compartment.
10. Using a sturdy block of wood between your floor jack and the front of your transmission housing to spread the load, gently raise the engine up 4 to 5".

DRIVER SIDE

11. Unbolt the DRIVER side motor mount ONLY from the engine block and remove the mount for access to the header bolts.
12. Remove all the driver side manifold nuts, then extract the stock manifold and gasket. Inspect the head flange and clean off any debris or build up.
13. Remove the Oxygen sensors from the stock manifold, clean the threads on the O₂ sensor, apply some anti-seize to the O₂ sensor threads, and carefully install the O₂ sensor into the new driver side header.
14. Position the header gasket into position on the studs, then guide the new header into position on the studs. Install all the factory exhaust manifold nuts by hand, then tighten them beginning with the inner most nuts, and working outward.
15. Reinstall the driver side motor mount and tighten to factory specification. The engine can now be lowered back down.
16. Reinstall the steering shaft, slide the steering column back down onto the steering shaft, then reinstall and tighten the two steering shaft U-joint bolts.
17. Re-connect the O₂ sensor wire to the wiring harness.

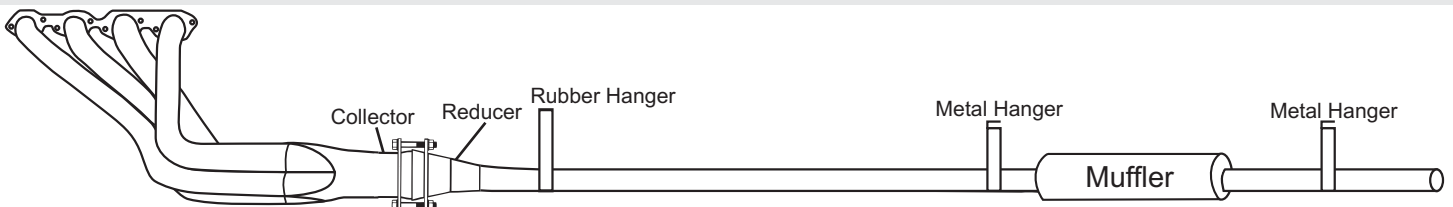


PASSENGER SIDE

18. Unbolt and remove the Starter motor by removing the three mounting bolts and two wires.
19. Unbolt the passenger side motor mount, detach the ground wire, and remove the mount from the vehicle for clearance.
20. Remove all the passenger side manifold nuts, then extract the stock manifold and gasket. Inspect the head flange and clean off any debris or build up.
21. Place the factory header gasket into position on the studs, then guide the new header into position on the studs. Install all the factory exhaust manifold nuts by hand, then tighten them beginning with the inner most nuts, and working outward.
22. Reinstall the passenger side motor mount, making certain to reattach the ground wire, and tighten to factory specification.
23. Re-attach the two wires to the Starter motor and bolt it back on the engine.
24. Remove the Oxygen sensors from the stock passenger side manifold, clean the threads, apply some anti-seize to the threads, carefully install the O₂ sensor into the new passenger side header, reattach the O₂ sensor wire to the wiring harness.
25. Reinstall the heat shield.
26. Reinstall the factory catalytic Converters and mid-pipe using the factory collector gaskets and hardware. Be certain to tighten both the collector bolts at the front, and the band clamps at the rear of the mid-pipe.
27. Reinstall the cross bar (if applicable)
28. Reinstall the plastic engine cover, air intake box and tube, lower engine inspection cover, and strut tower brace (if applicable).
29. Check to see if you have sufficient clearance from all electrical wires, brake lines, and fuel lines.
30. Reconnect battery and start engine, check for engine codes, leaks and unusual noises.
31. Take vehicle for a test drive allowing engine to reach normal operating temperature. After test drive is complete allow the engine to cool and re-tighten all header bolts.

IMPORTANT INSTRUCTIONS REGARDING YOUR VEHICLE'S EXHAUST SYSTEM!

After installing your headers, it is very important that your exhaust system be suspended properly. As indicated in the drawing below, you must place hangers as close to the header collector as possible. Rubber hangers should be used to allow the front of the system to flex with the engine torque. A hanger is needed before and after the muffler (s). When your exhaust system is unbolted from the header collector, it should remain suspended all by itself. Your Headers Are Not designed to support your exhaust system. Failure to follow these instructions will most likely result in cracks around the area where your primary tubes and collector are welded together, and will nullify your "Lifetime Guarantee".



WARNING: Removal of catalytic converters and other factory air pollution control devices is illegal. We recommend you adhere to your state's local laws. Our testing indicates performance is not significantly affected by these devices.

ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL EFFICIENCY WITH BETTER PERFORMANCE.

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