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2015+ Ford Mustang GT 1 7/8 Long Tube header installation instructions



Disassembly and Removal

1. Place the vehicle in a secure location and allow the vehicle to cool. Be sure you secured your steering wheel at this time so when you disassemble your steering shaft in a later step you can then later install it in the exact same position as it was disassembled. A bungy cord has done the trick for us. This is important as if the steering wheel moves you could have an ABS or traction control fault once reassembled. Now Support the vehicle high enough off the ground that you can work easily under the car (please be very diligent when supporting the vehicle, you will not be able to enjoy your new exhaust system if the car falls on your head). We highly suggest the use of a lift for the installation of our header kit as this simplifies and reduces the installation time drastically.



2. With the car cooled and in a secure location you may now begin the disassembly process from the top of the car. This one already had some performance goodies installed (👑).



3. Remove cold air intake/ factory air box and piping to gain access to the top of the header on the driver's side. Also remember to disconnect the mass air meter wiring and move out of the way.
4. Remove the battery cover (using a panel removal tool). Remove both battery cables (10mm) and then the battery hold down (8mm).



5. With the battery out of the vehicle you may continue and remove the battery compartment shield. There should be x8 10mm bolts and x2 13mm bolts.



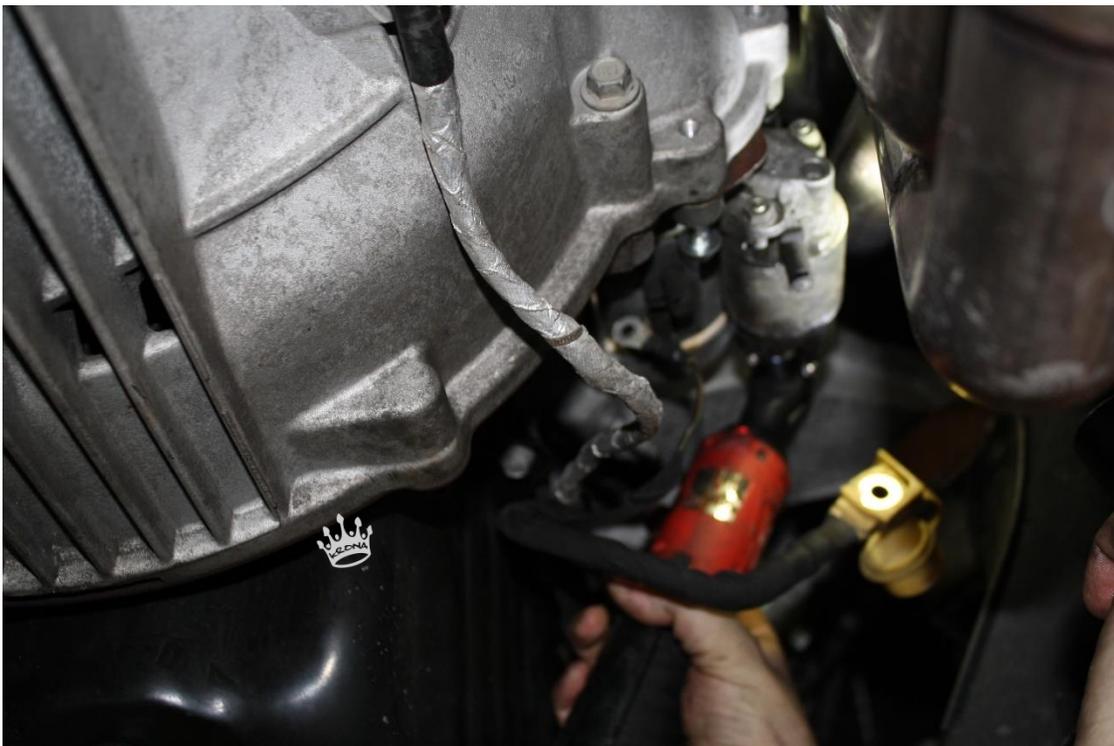
6. With all the above out of the way you now have access to the headers on both the top of the engine on the drivers and passenger side. You may now begin removing factory nuts/studs holding the manifolds in place. You will need both a socket and wrench for access to these fasteners (10mm nuts, Studs are an E7). It is best to remove as many nuts and studs that you can access from the top.
7. Remove the nut from the top of the motor mount on the driver's side. If you have a long 15mm wrench this would be a good time to use it.



8. Now you are ready to raise the car up and continue the disassembly process from the bottom of the car.



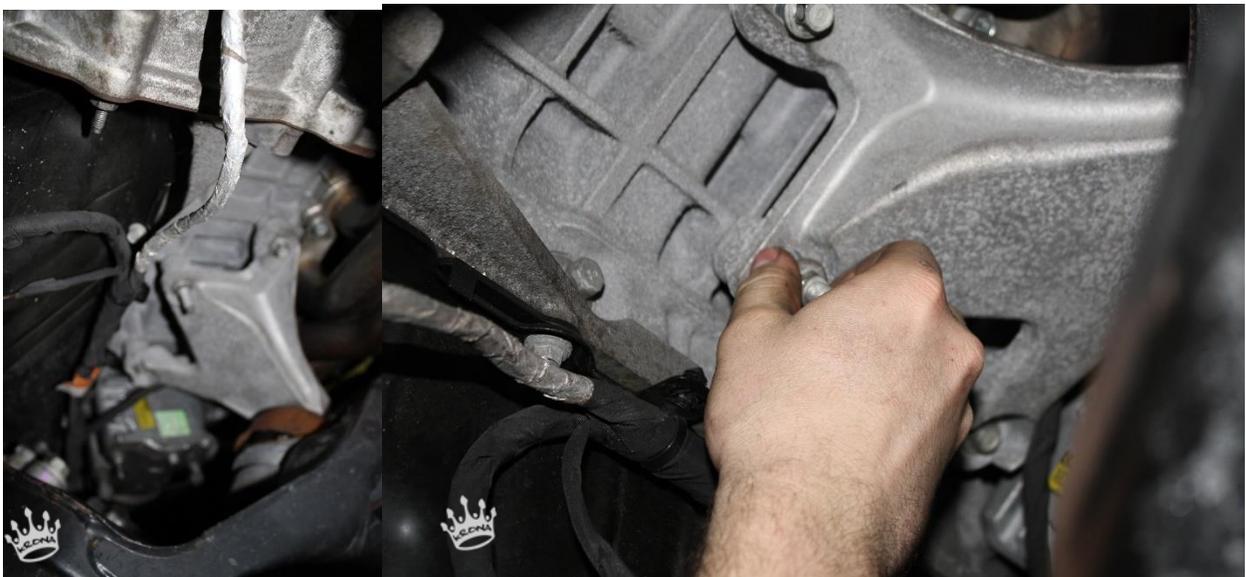
9. Remove the starter from the passenger side. A 13mm nut holds the power wire and a 10mm nut holds the signal wire. With the wiring out of the way there are 3 10mm bolts that hold the starter to the motor.



10. With the starter now removed and out of the way you may now gain access to the passenger side motor mount. Remove the 15mm nut from the top of the mount. This can also be accessed from the top but is much easier to remove from the bottom.
11. Moving back to the driver's side remove the steering shaft (T40). With the fastener removed you can easily slide it off the steering rack.



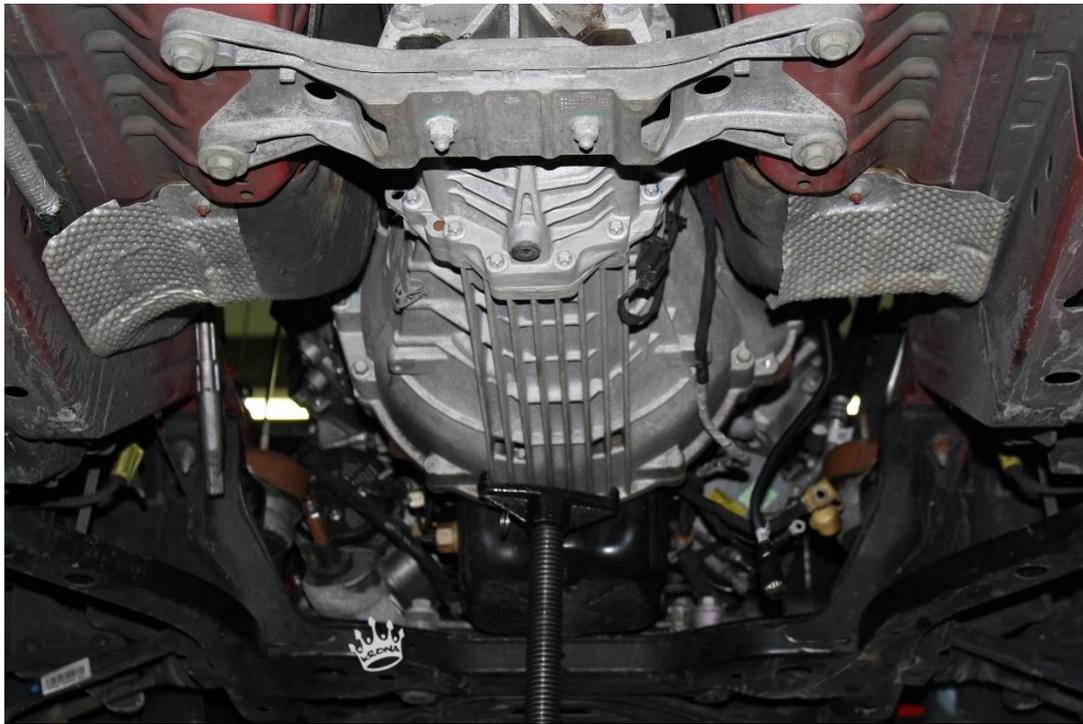
12. Disconnect and remove the Oxygen sensors. Be sure to mark which sensors go to which locations as they are different from side to side (7/8 or 22mm wrench). You may also disconnect and remove the mid pipe located on the passenger side and place out of the way, or in the scrap bin ☺ (13mm).
13. Next support the trans with a trans jack/support to raise the motor up. This will allow you to remove the brackets holding the motor mounts to the frame/engine. There are x4 13mm bolts holding the brackets to the motor on both sides. The passenger side also has X1 15mm bolt all the way towards the front which holds an engine ground strap (this one is fun to get too).



14. With the motor mount brackets now removed you may now get to the remaining exhaust manifold nuts/studs. *On some models it may be necessary to remove or very carefully bend the AC Line on the passenger side out of the way to enable access to the furthest forward fasteners.



15. As you remove the final fasteners you may carefully lift the factory headers out the bottom of the car. It may be necessary to adjust the height of the transmission jack or shift the motor from left to right, etc. to make this step easier. This would also be a good time to take a break or have that beer you have been thinking about since you started this process 😊.



Installing Your B.A.M.F Krona Performance Long tube header kit

1. With your factory manifolds out of the way you are now ready to begin the installation of your BAMF header kit. Start by locating the front Oxygen sensor wiring and unclip it from its factory locations. These will need to be unclipped to allow the sensors to reach their new aftermarket location. The passenger side will get the 24" extension harness while the short 14" harness will be utilized on the driver's side.
2. Before you install the passenger side header it is also necessary to remove the bolt holding the factory Ac line to the body. The removal of this bolt will gain you additional clearance for your new headers. It is best to just zip tie it to the other lines to hold it out of the way.



3. You may now begin the installation process of your new headers on both the left and right side of the engine. Using the supplied gaskets and mounting hardware lift the headers into place (the use of an extra set of hands will simplify this process drastically as one person can hold the header in place while the other gets a couple bolts started to hold everything in place. Be careful to not damage or bend the new gaskets during this step. We have never seen any sealing issues on any of the testing we have done but inspect your mounting surfaces and clean them if needed (This may not be necessary, but it does seem to provide piece of mind for sealing). It is also possible to use some of your factory studs and manifolds (depending on location) if you choose to do so. This is not necessary but depending on preference it may make it easier to install the headers over a couple factory studs to hold it in place if you are working by yourself. Otherwise the 14mm supplied bolts in this kit will work flawlessly. You should easily be able to get 4-5 bolts in from the bottom on both sides leaving the remaining bolts to be addressed from the top.



4. With all the manifold bolts installed on the bottom, you may begin to install everything you removed. It may be necessary to shift the motor slide to realign for fitment. Install both the left and right-side motor mounts in the same order you disassembled, be sure not to forget the ground strap located on the passenger side (13mm bolts and the ground strap is a 15mm). The top motor mount bolt on the driver's side will be easily reached from the top while the passenger side is easily accessible from the bottom. It is also important to make sure all the lower manifold bolts are tight as you will not be able to reach them once the motor mounts are reinstalled. With the motors mounts now installed you may now lower the car and install the rest of the header bolts from the top. Once all are installed you may now tighten everything down, evenly (use care not to cross thread).



5. Next lower the car and reinstall your steering shaft using a T40 socket (is your steering wheel still secure?).



6. Reinstall your starter just as you disassembled it. Be sure the wiring is connected and correct (13mm and 10mm bolts/nuts).



7. Now reinstall your primary Oxygen sensors on both the left and right sides of your Krona headers. It is also necessary to zip tie and place the new wire extensions away from the heat of the exhaust.



8. Next you can install your mid pipes. Depending on what configuration you purchased, you will either be installing a 3" to 3" section or a 3" to 2.5" section. The 3" to 3" is designed for your Krona headers to seamlessly connect Krona cat back exhaust (and many others depending on manufacturer). You will need to use x2 3" coupler clamps (supplied with the kit) to connect the headers to the mid pipes, and then again depending on your configuration you will be using the 3" coupler clamps supplied with your Krona cat back to connect the mid pipes to the cat back or the factory clamps to seamlessly connect your factory style connection cat back. Once you have the mid pipes installed reinstall your secondary Oxygen Sensors, ensuring they are on the same sides they existed as stock. Be sure to also zip tie and keep the leads to your secondary Oxygen sensors away from the exhaust just as you did to the ones installed in the header collectors.



9. With everything installed and tightened from the bottom of the car, double check all your connections, bolts and wiring. Be sure to make sure all wiring is routed away from the exhaust. Now would also be a good time to wipe everything down with some cleaner. It is almost time to go try this bad boy out!
10. Now lower the car and reinstall your battery tray, battery and dust cover (8,10, 13mm bolts).
11. Before reinstalling your airbox/cold air intake be sure to tighten the motor mount nut on the driver's side.



12. Do a final check of everything from the top of the vehicle. Now start it up and check for leaks. How does it sound?!?!

Final Check-Off List

1. Double check that all connections are tight.
2. Ensure your O2 sensors are installed and the wiring is reconnected.
3. **IMPORTANT: Wipe the system clean of all dirt, finger prints or debris using a glass cleaner, simple green or similar. Once the exhaust gets hot, any remaining dirt particles will be burned onto the finish and become permanent.**
4. Start your car and check for leaks....and to hear your new B.A.M.F. Krona Exhaust system!
5. Now go let everyone within a 30-mile radius know that you just installed the best exhaust system on the market!

Note: It is completely normal for the exhaust to smell initially and for the first couple drives. This will slowly dissipate as the system heat cycles several times.

Upon breaking the system in and the thermal expansion and contraction of the metal it may be necessary to retighten the exhaust band clamps.

If you have any questions or comments, please feel free to send us an email: info@KronaPerformance.com