

# JBA<sup>®</sup> performanceexhaust

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## Installation Instructions

**1695S 2007-14 Mustang GT500 5.4/5.8L**

**These Headers are designed to work with the Stock K Member. If the motor has been lowered these may NOT fit!**



This Product has been granted a California Air Resources Board (CARB) "E.O" (Executive Order) Exemption, or is considered a Direct Replacement or Consolidated Replacement part. It is 50 State Legal when installed on the appropriate vehicle per the Manufacturer Application guide and Installation Instructions.

### **WARNING:**

This product can expose you to chemicals including Lead, Nickel, Cadmium and Chromium which are known to the State of California to cause cancer and birth defects or other reproductive harm. **For more information go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)**

PerTronix© thanks you for choosing JBA HEADERS, the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

Check to make sure you received the proper parts for your application. The header number will be stamped on the engine flange. If you are unsure you have received the proper parts call before you start work.

Be sure to work safe! Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! Remember: Hot asphalt will not support most jack stands!

Many factors affect the installation of headers, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads.

Attention Customers breaking in new engines: Due to the extreme heat generated during the break-in process, the appearance of the ceramic coating may be altered in certain areas. The protection characteristics and thermal barrier properties of the coating is never compromised. It is recommended that a cast iron manifold or old set of headers be used for this process.

Notice: The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.

JBA uses sealing beads on all its headers. We have found that when installed correctly, the raised bead around each port increases the pressure exerted on the gasket directly adjacent to the port and effectively prevents leaking gaskets. It is normal for the flange to be raised off the cylinder head the thickness of the sealing bead. It is important when installing the header, to install all bolts loosely, then tighten evenly to ensure the flat installation of the flange. The torque sequence from one flange to another will vary, but generally every bolt on a header should be first fit snug, starting from the inside of the flange working out, alternating from top to bottom so that the bolt connects the flange to the manifold to the point where they barely touch. Second, using the same inside-out pattern, tighten each bolt until finished. This method will help prevent leakage and will give the user the best possible performance out of their pair of headers.

For refinement, both Ford V-8 engines are installed using hydro mount bushings on either side of the block. These liquid-filled engine mounts are tuned to quell specific unwanted vibration. Under extreme driving conditions these mounts allow excessive engine movement. We recommend replacing these motor mounts with performance mounts available from Steeda PN# 555-4005.

**This particular header is a difficult, time consuming install -  
We recommend that you set aside a minimum of 20 hours to  
properly install these headers**

1. Remove both battery cables. Remove the battery hold down strap. Remove battery from car. Disconnect wire loom attachment at inside forward corner of battery box. Remove three bolts securing battery tray to chassis, remove tray
2. Loosen the clamp securing the air inlet hose to the throttle body. Remove the bolt attaching the air box to the chassis. Disconnect the vacuum line, wire harness, and PCV connector, from the air inlet hose. Remove the air box, and air inlet hose.
3. Remove the four nuts attaching the strut tower brace to the chassis. Remove strut tower brace.

4. From Underneath:

Loosen clamps attaching exhaust pipes to catalytic converter assy. Support the exhaust pipes and release the retaining clip on the exhaust clamps, and slide clamp rearward onto axle pipe.

5. Unclip O2 Sensor plugs, remove nuts attaching pipe to manifolds, remove converter assy from car. 6. Remove the bolt from steering coupler at steering rack and slide the shaft off of the rack.

7. Remove the 2 bolts that attach the motor mount cushion to the frame, on the driver's side. Using a block of wood under the oil pan, raise engine about 3".

8. Remove the 4 bolts that hold the motor mount to the block and remove the entire motor mount assembly from the car.

9. Remove the driver's side exhaust manifold, dipstick, and studs.

10. Remove the O2 sensor from the manifold and using a dab of sensor safe anti seize install the O2 sensor in the JBA header.

11. Install the Lower rear header bolt with a washer and the gasket to the cylinder threading it in just a few thread. Install the header slipping it over the rear bolt. Install the Top 4 header bolts and washers, followed by the other three lower bolts. Tighten the header bolts evenly in a criss cross pattern starting in the center.

12. Reinstall the dipstick and mounting bolt, You may have to slightly tweak the dipstick tube to fit around the header.

13. Reattach the steering shaft to the rack.

14. Slip the supplied 1 1/4" X 3/8" aluminum spacer over the motor mount top stud and slip the motor mount assembly back into place and install the two bolts that attach the cushion to the frame.

15. Remove the three bolts attaching starter to the bell housing. Remove the wiring and remove the starter from the car.

16. Spray some penetrating oil on the EGR tube nut on the exhaust manifold and remove the EGR tube from the manifold.

17. Remove the Passenger side motor mount cushion to frame bolts. Using a block of wood on the oil pan, raise the engine about 3". Remove the four bolts holding the motor mount to the block and remove the motor mount assembly from the car.

18. Remove exhaust manifold, and studs. Remove the O2 sensor from the manifold and using a dab of sensor safe anti seize install the O2 sensor in the JBA header.

19. Install the top 4 header bolts, washers and gasket loosely to the head. Install the header and the lower 4 header bolts and washers. Tighten the header bolts evenly in a criss cross pattern.

20. Reconnect and tighten the EGR tube.

21. Slip the supplied 1 1/4" X 3/8" aluminum spacer over the motor mount top stud and slip the motor mount assembly back into place and tighten the two bolts that hold the cushion to the frame.

22. Lower the motor and install the four motor mount to engine block bolts and tighten.

23. Re-install starter and wiring. Plug all four O2 sensor connectors back in.

24. Reinstall the mid pipes and cats to the JBA headers. Install the exhaust clamps to the mid pipes..

25. Re-install battery tray and battery. Reinstall the suspension cross brace and tighten the four bolts.

26. Re-install air box and air inlet tube. Connect vacuum line, wire harness, and PCV line. Install hold down bolt.

27. Re-check everything. Clearance on wire looms, brake lines, coolant lines, etc. Pay close attention on the passenger side to the A/C hose and wiring near the header, zip tie out of the way as necessary.

28. Reconnect battery cables. Start engine, check for leaks.

29. Allow engine to reach operating temperature and take for a test drive. Re-Check the header bolts after 100 miles when cool. Header bolts can loosen with the heat cycles over time, check them at least a couple times a years.

Parts List:

- (1) Driver's Side Header Assembly
- (1) Passenger's Side Header Assembly
- (2) Header Flange Gaskets
- (16) Header Bolts
- (16) Header Bolt Lockwashers
- (2) 1 1/4" X 3/8" Aluminum motor mount spacer
- (1) CARB EO Sticker

 440 E. Arrow Hwy. San Dimas, CA 91773 (909) 599-5955	This vehicle is equipped with: <b>Dougs Headers # D66XX</b> <b>JBA Headers # 16XXS</b>
	Legal for sale and installation in California <b>CARB EXECUTIVE ORDER</b> <b>D-57-27, D-57-31</b>

**WARNING**

This label is required to aid in passing the California smog check program. This label must be installed in an underhood location that is readily visible.

**LIMITED ONE YEAR WARRANTY**

All JBA HEADERS and exhaust products are guaranteed, to the original purchaser, to be free of defects in materials and workmanship for one year. This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation, customer applied aftermarket coatings or any discoloration or corrosion of finished surfaces.

Damage or product failure resulting from collision, improper installation, off-road use, road hazards, the use of exhaust insulating wrap or like products or rust occurring after installation, is not covered by the warranty. The warranty extends only to the original purchaser.

Should a part become defective it should be returned to the original selling retailer and must be accompanied with the sales receipt. If there is no retailer in your area, call the factory for a return authorization and return your part prepaid to the factory for inspection. PerTronix reserves the rights to replace or repair the alleged defective part and return the part freight collect.



