

Install Guide for Magnaflow Off-Road Tru-X X-Pipe (11-12 GT)

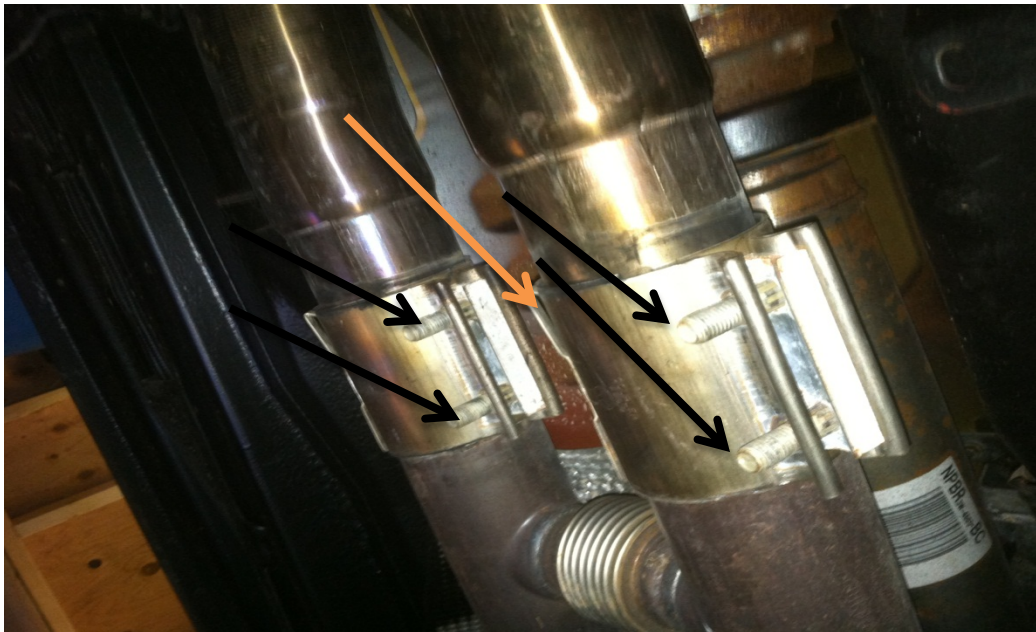
2011 Mustang GT/CS

Tools Required:

- Ratchet
- 15 mm socket (deep or regular)
- 7/8 open ended wrench
- Flat head screw driver
- Atleast 2 ½ ft extension with pivot adapter
- Car lift or jack and jack stands

Removal: ***Caution: If car has been running the exhaust will be hot.***

1. Start by lifting car in air with car lift or jack so that you can easily get under it to start unbolting factory H-pipe. Place jack stands under secure places on the frame to be sure and not to damage anything under car.
2. After car is high enough off ground to get under, start with a ratchet and 15 mm socket and start loosening the two bolts on each clamp right behind the H-pipe.



3. The black arrows point out the (4) 15mm nuts that need to be completely removed. The orange arrow points to a clip that you will take the flat head screw driver to and pry away from exhaust and slide down the cat back exhaust so that you can remove h-pipe later. There is one of these clips on each clamp, pry both away until the clamp slides past the point it clips to.
4. Next, you will want to remove the O2 sensors located just after the catalytic converters with the 7/8 wrench. Before wrenching on sensors be sure to disconnect from wiring harness. Be careful as not to snap off or strip threads on the sensors. If they do not turn easily and feel like they are not breaking loose correctly try to free up by starting car and letting run so that the steel gets hot and expands allowing the sensors to come out freely. ***Be careful as not to burn yourself if this has to be done.***

5. The next steps are the most difficult because of the tight spaces. You will need to remove the (4) 15mm nuts securing the catalytic converters to the factory manifolds. Note: There are only (2) nuts per side, (4) total. You can remove both driver side nuts with just a ratchet and socket. On the passenger side exhaust, you are able to remove only one nut from underneath the car. The other nut will need to be removed from the engine compartment. **DO NOT remove all nuts from underneath just yet.**
6. Start with removing nut on passenger side exhaust down through the engine compartment. You will need ratchet and atleast 2 ½ ft of extension with a pivot adapter in order to remove this nut. Refer to picture below for location of this nut. The black arrow points to the nut that needs to be removed. It's easier to get the socket on the nut from underneath the car and adding a short 2 inch extension to it followed by the pivot extension and then a long enough extension so that ratchet can be attached from engine compartment.



7. After this nut has been removed, get back underneath car to start removal of the others. All nuts are 15mm. Be sure to watch removing the nuts as the whole exhaust being removed is going to come free at this time.

8. After all nuts are removed, carefully slide exhaust and catalytic converters out from under car. Below picture shows all that should be removed at this point.



Installation of new X-Pipe:

1. Be sure to reuse stock gaskets when installing the new cat-delete pipe. Start by sliding new cat-delete pipes into place one at a time and gently snugging down the stock 15mm nuts that were removed earlier. Make sure to pay attention to which side is which as driver side will not work on passenger side and vice versa.



Factory manifolds pictured above. The new delete pipes will bolt here.



The new delete pipe that is to be installed to manifolds in previous picture. Note the new clamps that need to be slid over delete pipe so it can be secured to new x-pipe later.



New cat-delete pipe in place attached to manifolds

2. After gently snuging down all 15mm nuts that were removed in steps 5-8 of removal process, it's time to install the new x-pipe to the delete pipes. Place the (2) included new clamps over the delete pipe, one per side, and gently slide the x-pipe into position by sliding it onto the delete pipes on each side. Slide the X-pipe as far onto the delete pipes as you can get them for now as it will make it easier to slide the X-pipe into place in next step. Do not worry about the new clamps at this moment.
3. Once X-pipe is onto cat-delete pipes, carefully attach one side of cat-back pipe (This is the pipe with the clamp that was loosened up in the first step of removal process) to the X-pipe and slide the clamp back into position. You may have to move pipes around in order to get into place.



Clamps referred to in step 3

4. Next slide the other cat-back pipe into place with X-pipe and place the clamp back into position. **DO NOT tighten any nuts yet.**



Arrow above pointing to factory clamps that need to slid back into place over cat-back pipe and new X-pipe. These will be tightened down in step 5

5. With step 5 complete, check all connections and make sure all pipes are in place and make sure there will be no leaks. Then, you may start to tighten the (4) nuts that were removed in Step 1 of removal.
6. Next, slide new clamps that were included with kit into place so that they connect and firmly will keep in place the cat-delete pipes to the X-pipe. Once in place, tighten down the two clamps.
7. All that is left to do now is to tighten down the remaining (4) nuts that secure cat-delete pipes to manifolds and reinstall the O2 sensors. Once sensors tightened down, clip them back into wiring harness and install is complete.



New place for installation of factory O2 sensor.

Installation instructions provided by AmericanMuscle customer Kyle Fisher 8.17.12