



4099. Stainless Steel

Installation Instructions for:

X-PIPE #81109

2015 MUSTANG GT

5.0L · V8 ENGINE

Fast-Back Models Only. Does Not Fit Convertible.

Instructions for installing #81109 X-Pipe assembly with Flowmaster or Hurst Axle-back systems.

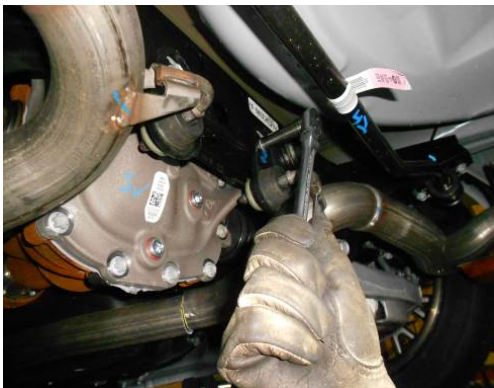
Removal:

03/30/15

1) Raise the vehicle up on a hoist or rack to working height. If you don't have access to a hoist or rack, raise the vehicle and support securely with jack stands. To ease the removal of the stock system, spray a penetrating lubricant onto the bolts of the two clamp connections just forward of the center resonator as well as the rubber hangers just behind the rear differential and at the rear of the vehicle.



2) Place a stand under the center resonator just forward of the axle-back muffler assemblies. Loosen the clamps at the inlets of the Flowmaster or Hurst axle-back mufflers.



3) Using a 13mm wrench, loosen the two hangers just behind the rear differential from the cross member and the two hanger mounts at the rear of the vehicle from the frame. Slide the muffler assemblies toward the rear of the vehicle to disengage them from the factory system. Leave them hanging in place for re-assembly onto the Flowmaster X-pipe assembly.



4) Loosen the four nuts at the two band clamp connections at the inlet of the center resonator. Using a screwdriver, pry up the clips on the clamp body to release the clip from the tab on the inlet pipes. Slide the clamp assemblies slightly back to clear the tabs. With the help of an assistant, carefully lower the stand and slide the assembly back to disengage from the inlet pipes.

Installation:



1) Remove the factory band clamps from the factory exhaust system and place them onto the downpipes behind the catalytic converters. Place the **86341S** Scavenger assembly into place behind the factory downpipes while supporting the rear of the assembly with a stand. Slide the clamps back to the bump stops on the Scavenger pipe and tighten both band clamps enough to hold, but still allow for adjustment. Be sure that the Scavenger assembly is fully forward, and that the embossed Flowmaster in the center case is facing the ground before tightening.

2) Place the inlets of the axle-back muffler assemblies onto the back of the Flowmaster X-pipe, be sure to slide them fully on and tighten the clamps enough to hold but still allow for adjustment. See steps 4 and 5 on page 5 for final adjustment steps.

The steps on the following pages are intended for customers replacing the center resonator of their vehicle and retaining the use of the factory Mustang mufflers. If you are using the new Flowmaster X-pipe along with a Flowmaster or Hurst Axle-back system, please see pages 1 and 2 above.

Removal:

1) Raise the vehicle up on a hoist or rack to working height. If you don't have access to a hoist or rack, raise the vehicle and support securely with jack stands. To ease the removal of the stock system, spray a penetrating lubricant onto the bolts of the two clamp connections just forward of the center resonator.

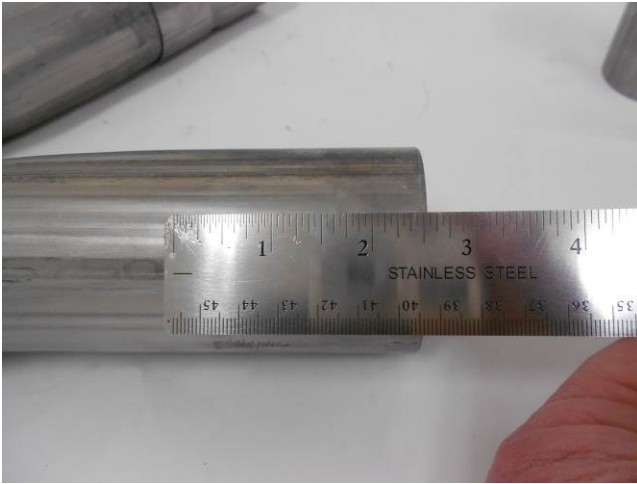


2) Begin by marking both resonator exit pipes at the beginning of the straight area as shown in the photo at left. Support the exhaust system both in front and behind the area to be cut. Check that the marks are correct, then using a sawsall, cut both pipes at the marks. **Note: Due to the closeness of the pipes to the gas tank, use caution when cutting!** Carefully deburr the end of the muffler inlet pipes where cut with a file or die grinder.



3) Support the center resonator with a stand and loosen the four nuts at the two band clamp connections at the resonator inlet. Using a screwdriver, pry up the clips on the clamp body to release the clip from the tab on the inlet pipes. Slide the clamp assemblies slightly back to clear the tabs. You can now lower the rear of the resonator and slide the assembly to the rear of the vehicle to remove. Lower the resonator from the vehicle and set aside.

Installation:



1) When using the **#86341S** X-Pipe assembly with the factory Mustang mufflers, you must first trim 2.50" from the end of both pipes at the back of the assembly. Make a mark 2.50" from the end of both pipes and cut using a hacksaw or sawsall. Use a file or die grinder to remove any burrs from the pipe ends. After cutting, slide on the **TB809S** adapter pipes onto the end of each outlet pipe. Place a supplied clamp onto the connections and tighten enough to hold.



2) Remove the factory band clamps from the factory exhaust system and place them onto the downpipes behind the catalytic converters. Place the **86341S** X-Pipe assembly into place behind the factory downpipes, support the rear of the assembly with a stand. Slide the clamps back to the bump stops on the X-Pipe and tighten both band clamps enough to hold, but still allow for adjustment. Be sure that the X-Pipe assembly is fully forward, and that the embossed Flowmaster in the center case is facing the ground before tightening.

3) Place a supplied clamp over the inlet pipe of the passenger side stock muffler. Slide the muffler toward the rear of the vehicle and place the inlet into the adapter at the back of the X-Pipe assembly. Slide the clamp onto the slip connection and tighten enough to hold in place. Repeat this step on the drivers' side of the vehicle.

4) Adjust and level the X-Pipe and muffler assemblies to provide a satisfactory fit. A minimum of 1/2" clearance around all parts of the system must be maintained; while keeping suspension travel and vibration in mind. After adjustments have been made, you may now securely tighten the clamped connections.

5) For a more secure installation, we highly recommend placing a minimum 1" weld on either side of the inlet slip-fit connections.

PACKING LIST

<u>Qty</u>	<u>Description</u>	<u>Part#</u>
1	X-Pipe Assembly.	86341S
1	Hardware Pack	PK805
2	Adapter Pipes	TB809S
4	2½" Clamp	MC250BS



409S, Stainless Steel

Installation diagram for:
SYSTEM #81109

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