



2011-2014 Ford Coyote 5.0L

Coyote Swap Headers

Part # 1634,16340



Special Tools

Required:

- No special tools required

Install Time:

Approximately
3 Hours

Difficulty:

3 out of 5

These headers were designed for use in the installation of Ford's 2011-14 Coyote 5.0L engine into Mustangs from 1986-2004. These headers were prototyped on a 1990 Mustang with a Maximum Motorsports front crossmember but they will also work with stock crossmembers.

NOTES!!! There are 2 thread pitches supplied. Because the manufacturer changed the thread pitch used after 2011 you will have to compare the supplied bolt to the factory stud to confirm which thread pitch to use.

Follow these instructions carefully to ensure correct fitment and operation.

STEP 1

- Disconnect the negative battery cable. Lift the vehicle and support with sturdy jack stands.

STEP 2

- Start on the passenger side. Remove the starter. Header has room to re-install the starter after installation.

STEP 3

- Remove the motor mount stud nuts from both sides of the engine and jack the engine up. Move the engine to the driver side slightly.

STEP 4

- Feed the passenger header in and onto the engine from underneath. Position on the head and install a bolt to hold it in place.

STEP 5

- Install the supplied gasket and bolts. Re-install the starter.

STEP 6

- Lower the engine back down and loosely install the passenger side motor mount stud nut. Jack the engine back up and it will pivot toward the passenger side

STEP 7

- Disconnect the steering shaft at the rack and pinion and set it out of the way.



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STEP 8

- Feed the driver side header in from below as well. Then up onto the head. Install a bolt to hold it in place.

STEP 9

- Install the supplied gasket and bolts.

STEP 10

- Lower the engine back down, re-install the driver side motor mount nut and tighten the motor mount stud nuts on both sides.

STEP 11

- Re-install the steering shaft and tighten the bolts.

Information

NOTE!!! Be sure to add a small amount of anti-seize to the top thread of each oxygen sensor using the supplied anti-seize packet. As you thread the oxygen sensor back into the part the anti-seize will spread evenly throughout the threads.

Oxygen sensor extension wires have been provided for the front sensors. There is a supplied plug in the hardware kit for the extra oxygen sensor bung in the driver side collector. The bung is for connecting a wideband tuning probe.

Matching Short X-Pipes are also available:

1786- 3" X-Pipe with Hi-Flow Cats

1787- 3" X-Pipe Off Road

Hardware Included

- 1410 Gasket Set (1 set)
- KIT1634/0
 - CHD337 12" Oxygen Sensor Extension (2pcs)
 - CHD032A Oxygen Sensor Bung Bushing (1pc)
- KIT007
 - HDW152 Stud, M12-1.75x65mm (4pcs)
 - HDW040 Hex Nut, M12-1.75 (4pcs)
 - HDW021 Lock Washer ½" (4pcs)
 - HDW023 Flat Washer ½" (4pcs)
- KIT289-12
 - HDW289 Header Bolt, HHCS Flanged M10x1.5x25mm (12pcs)
- KIT301-12
 - HDW301 Header Bolt, HHCS Flanged M10x1.25x25mm (12pcs)



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