



2007 Long Tube Headers, GT500

PACKING LIST

Before installation, use this check list to make sure all necessary parts have been included.

ITEM	QTY	CHECK	PART NUMBER	DESCRIPTION
1.	1	☐	300414600	Header, D-Side, GT 500, 2007
2.	1	☐	300414601	Header, P-Side, GT 500, 2007
3.	2	☐	020402295	Extension, Ford Oxygen Sensor, 12"
4.	2	☐	020402294	Extensions, Mustang GT/ GT500, 20"
5.	2	☐	300362200	Gasket, Header, 2007, GT500
6.	16	☐	950080796	Bolt, M8-1.25X25mm Flange Head
7.		☐	*****	Instructions

WARNING: SLP Recommends wearing safety glasses for the complete installation.

WARNING: SLP Recommends allowing the vehicle to cool (not running) for five hours before beginning installation.

WARNING: Too avoid the chance of electrical shock or damage to your vehicle's electrical system, disconnect both the negative and positive batter leads (in that order) at the battery.

INSTALLATION INSTRUCTIONS – #M30006

1. Raise the vehicle to allow for a sufficient work area underneath the vehicle. A vehicle lift will make this installation much easier; however, raising the vehicle can be accomplished using ramps or a jack with jack stands.
2. Disconnect the wires from all the oxygen sensors.
3. Un-bolt the stock H-Pipe from the stock manifolds and loosen the band clamp to stock cat back.
4. Remove the stock H-Pipe.
5. Remove the oxygen sensors from your stock h-pipe and install them in the new SLP X-Pipe while access to them is easier. Be sure to reinstall the sensors in the same locations as in the original h-pipe. The front oxygen sensors will be installed in the header collectors.

6. Remove the steering column intermediate shaft pinch bolt from the coupler on the steering rack and swing the shaft up and onto the frame so that it is out of the way. See photo 1 below for bolt location.



PHOTO 1

7. Remove the stock intake tube, airbox, battery and battery tray from the vehicle. This will make removal of the stock manifolds and installation of the headers much easier.

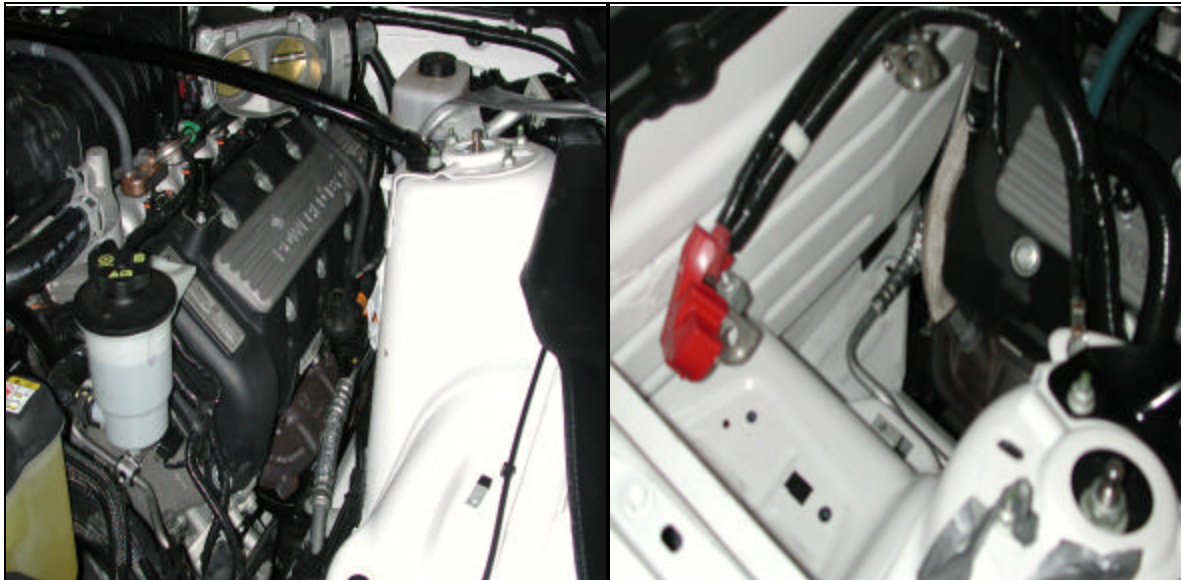


PHOTO 2

PHOTO 3

8. Remove the bolt retaining the dipstick tube and remove the dipstick tube.
9. Remove the 8 nuts on the driver side exhaust manifold and remove the manifold. Do not be concerned if some of the studs come out with the nuts, as you will need to remove all 8 manifold studs from the cylinder head anyway. Repeat this entire procedure on the passenger side.
10. Remove the gaskets and any remaining manifold studs. The studs have a 5mm hex head on the end.
11. Repeat steps 9 and 11 above to remove the passenger side manifold. The starter will have to be removed to remove the pass side manifold and install the new long tube

headers. The EGR tube must also be removed from the pass side header to remove the manifold from the vehicle.

12. Remove the front cross brace located under the bell housing. Remove the studs from the cross brace on a bench and flip the studs around so that the threaded portion of the stud now faces the front of the vehicle. This will leave additional clearance for the new header. Please see photos 4 and 5 below. Re-Install the cross brace AFTER the headers have been put into place LOOSELY.

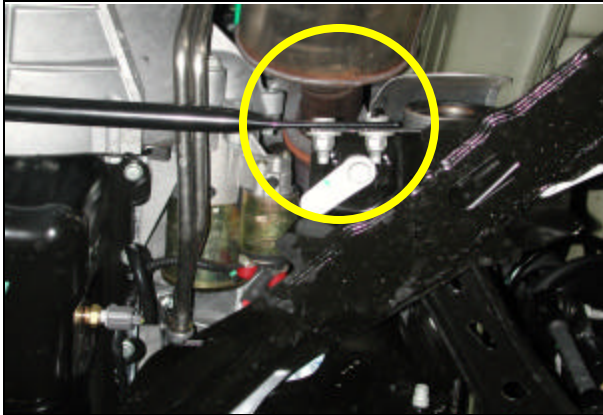


PHOTO 4



PHOTO 5

Header Installation:

Note: Before beginning header installation take the header bolts and coat with a suitable anti-seize lubricant.

13. Note: Install the 2 FRONT 12" Oxygen Sensor Extensions to the vehicle at this point and let them hang down as access is limited when the long tubes are in place. You may need to trim the locating tabs off of the connectors on the oxygen sensor for them to plug into the extensions properly. This is because not all of the connectors have the tabs located in the same positions. Make sure all wires are routed clear of any exhaust or moving parts to avoid damage to the wires. It may be necessary to use tie wraps to hold the wire harness away.
14. Insert both headers from the underside of the vehicle.
15. Raise the front of the driver side header into place. Lift the header as high as you can and then bring the steering shaft down off of the frame as you will not be able to do this once the header is bolted in place. Insert the upper forward most bolts through the flange and the gasket and thread it into the cylinder head.
16. Install the remainder of the header bolts hand tight.
17. Torque all the header bolts to 18 ft/lbs starting at the upper rearmost bolt and working forwards while alternating between the upper and lower bolts. There will be two bolts that you will only be able to tighten with a box wrench. A ratchet style box wrench and ¼" drive 10mm swivel socket will make the installation of the D-Side header much easier.

18. Repeat steps 15 through 18, for the passenger side header. Making sure to connect the EGR tube and thread the nut in loosely before fully tightening the header to the cylinder head.
19. Reinstall the dipstick and torque the retaining bolt to 89 in/lb. Make sure the oil seal is present and in good condition to avoid potential oil leaks.
20. Reinstall the steering column intermediate shaft onto the steering rack and torque the coupler pinch bolt to 18 ft/lbs.

X-pipe Installation:

21. Slide a band clamp over the inlet (notched) end of one of the catalytic converters, and then slide the inlet over the end of the collector on one of the headers. The side of the converter with the heat shield should face upward towards the floor pan of the vehicle. Loosely tighten the clamp. Repeat this procedure on the other header.
22. Slide a band clamp onto each side of the inlet (notched) end of the x-pipe assembly and slide the whole assembly onto the converter outlets. Loosely tighten the clamps.
23. Connect the rear of the SLP X-Pipe to the stock cat-back utilizing the stock band clamp.
24. Connect the 20" oxygen sensor extensions to the rear oxygen sensors then to the vehicle.
25. Start the vehicle and inspect for leaks.
26. Double-check all fasteners and clearances after test driving. Adjust as necessary.