

Installation Guide: F150 V6 Twin Turbo Ecoboost Converter (and Off-Road Pipe)

Always exercise caution when working on, under or around any vehicles. Serious injury or death could occur if safety measures are not followed.

Warning: *Warning: When Working on under or around any vehicle exercise caution. Please allow the vehicle's exhaust system to cool before removal, as exhaust system temperatures may cause severe burns. If working without a lift, always consult vehicle manual for correct lifting specifications. Always wear safety glasses and ensure safe work area. Serious injury or death could occur if safety measures are not followed. Professional installation recommended.*

Removing the Stock Converter Assembly

- Take off splash pan. ½ turn counter clockwise on all 4 lock pins.
- All 4 O2 sensors must be unplugged or unscrewed. (22ML wrench)
- Take note not to mix up the O2 sensor positions.
- Loosen band clamp just after converter on drivers side.
- Take off both 15MM nuts on drivers side manifold to converter assembly. You will need a long extension bar and a flex socket.
- Remove flange from the 2 studs.
- With a hammer pound out drivers side converter assembly out of band clamp connection until you get it loose. Note: it will not come completely out at this point.
- Undo passenger side flange to manifold connection.
- Undo rear flange from converter assembly to exhaust system. Two 13mm bolts.
- Pry back the exhaust system to release the rear converter assembly to exhaust system connection.
- Pound out drivers side converter assembly from band clamp connection and remove it.
- Unbolt hanger (15MM bolts times 2) on passenger side.
- Take off two 17MM transmission mount nuts.
- Unbolt heat shield from cross member 9 10mm bolts.)
- Securely support transmission case to take the weight off the cross member.
- Transmission mount should separate from crossmember by ¼" to ½" once the transfer case is supported and the weight taken off.
- Undo all 4 cross member mounting bolts. 15MM bolts and 18MM nuts.
- Undo the two 15MM bolts that hold the driver's side hanger on. You can access the bolt with an extension bar and a flex socket.
- Take off top hanger mount on the driver's side. 15MM bolt comes out.
- You now have access to the last transmission mount bolt (rear bolt drivers side) You will need a very short flex adapter and a 15MM socket.
- Take down converter assembly and transmission mount.
- Remove transmission mount by sliding it out of the hangers.

- Reinstall transmission mount and drivers side top hanger assembly.
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Installing Your New High Flow Converters or Off-Road Pipe:

Note: *The O2 sensors must be unthreaded from the stock converters and screwed into the Solo converters. The O2's are "position sensitive" and care must be taken to not mix up any of the locations. Unscrew the O2 sensors in a counter clockwise direction using even pressure to ensure that you do not "strip" the threads.*

- Install Solo Y-pipe assembly. Loosely tighten front nuts lining up the rear flange.
 - Loosely tighten the band clamp that connects the driver's side to passenger side .
 - O2 extenders are to be used in the 2 rear-most O2 locations.
 - Install all 4 O2 sensors.
 - Properly align and fully tighten all connections.
 - Reinstall cross member (4 bolts, two per side)
 - Reinstall two bottom transmission mount nuts (17mm for two)
 - Install Y-pipe hangers.
 - Note: you may have to bend some heat shields slightly to accommodate the Y-pipe and oxygen sensor locations.
 - Double check that everything is tight and proper.
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For any questions or concerns, please do not hesitate to call:

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