

SOLO PERFORMANCE

STAINLESS STEEL EXHAUST PRODUCTS

MUSTANG GT AXLE-BACK-XVIII INSTALL INSTRUCTIONS(2018-PRESENT)

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.

NOTE: ~ VERY IMPORTANT~

Please follow the exhaust install instructions carefully. Extreme caution must be taken to ensure proper alignment of the exhaust tips. Do not tighten any of the band clamps or connections until everything is in place and the tips are aligned perfectly.

REMOVING STOCK EXHAUST SYSTEM:

- 1) You will need a sawzall or some kind of cutting tool to cut the stock exhaust in order to install the Solo Axle-Back kit.
- 2) To make it accurate we have specific measurements on the passenger side and driver's side between the two bends near the rear axle. Roughly line up the Solo Axle Back kit under the car to see the area where the cut needs to be made. This will fall between two bends on both sides. Here are the specific measurements of where to cut.
- 3) Passenger side... Mark the front bend exactly in the middle of the bend. Measure 7" rearward and mark the stock pipe. This is where the cut should be made but to make sure we have another measurement check. Mark the bend behind the cut point at the front part of the end of the bend. Measure forward 2 ¾" and this should be the same cut mark as you already have.



- 4) Driver's side... Mark the front bend exactly in the middle of the bend. Measure 7" rearward and mark the stock pipe. This is where the cut should be made but to make sure we have another measurement check. Mark the bend behind the cut point at the front part of the end of the bend.

Measure forward 2 ¾" and this should be the same cut mark as you already have. Notice that the measurements are the same on both sides.



5) Support the mid resonator so it doesn't fall when you cut. Also, support the rear mufflers while cutting to protect the rear valence from damage.

6) Carefully cut the passenger and driver's side at the appropriate cut points.

7) Pull down on the hangers that hold the stock axle back and squirt soapy water into the rubbers. This allows for easier removal.

8) Using a 13MM socket take out the bolt to the hanger bolt to the rear sub-frame.

9) Manipulate the muffler forward to release from the rear hanger. Do this on both sides.

10) Disassembling the stock exhaust is now complete. Time to put on the Solo kit.

INSTALLING YOUR NEW SOLO KIT:

***NOTE: If you snug everything first (even the sub-frame hanger bolt) instead of fully tightening, it will allow for movement and adjustments once the new system is on.
Snug, align, snug some more and then do your final tighten.***

1) Slip the front hanger (the one that attaches to the sub-frame) onto the Solo Axle-Back front rod hanger.

2) Clip in the front hanger into the sub-frame while maneuvering the front portion of the Solo Axle Back kit onto the stock mid-pipe.

3) Slide the rear portion of the Solo Axle-Back kit into the rear stock hanger and then install and finger tighten the provided nuts and bolts at the flanged ball and socket connection.

4) Install the front Solo Band Clamp and finger tighten it.

5) Manipulate the Solo Axle Back assembly into place making sure the exhaust tip is perfectly centered.

- 6) Snug the sub-frame hanger bolt and the Solo front band clamp making sure the tip is in perfect position.
- 7) Do the same on the other side.
- 8) Check for fit and clearance on both sides and do a further tighten on all front connections. Check again and do a final tighten.
- 9) Now that the front part is in place and tight align the tips via the ball and socket joint that is already finger tight (and the rear slip fit that will allow you to go in and out with the tip) and give it a snug.
- 10) Align both sides and tighten, align again and do a final tighten.
- 11) Careful manipulation of the system before and during the tightening process will result in the tips and system being aligned properly. Tightening one bolt on a band clamp or flange too much can pull the system slightly so watch for small things like this and listen to the person holding the tips giving direction.
- 12) The J-pipes only come snug FROM Solo and can be swiveled to fit your car. Swivel the j-pipes into position then tighten all four(4) band clamps to 50 – 60 foot pounds or until tight.
- 13) The j-pipes are at a "factory preset" that is good for almost all Mustang GT cars. If you hear any bad RPM ranges or vibrations or drone you can shorten or lengthen the J-Pipe to "tweak" your car to your liking. Adjustments if necessary are done at the endcap (end) of the J-Pipe.
- 14) To shorten or lengthen the j-pipes just loosen the top clamp and shorten or lengthen both sides at the end of the J-Pipe end cap.
- 15) The procedure that we use is:
 - Shorten by 1"
 - If this makes the sound more desirable move in either direction ½" until fully satisfied.
 - If shortening the j-pipe makes it worse, then lengthen from this position by 2".
 - Move in ½" increments from here until fully satisfied.
- 16) When done do one more check on all connection points, hangers, clearances etc.

SOLO Band Clamps: Hold the top nut with a 9/16" wrench and lightly snug the bottom bolt head with a 9/16 socket. THIS FLAT BAND CLAMP WILL FORM AROUND EACH LAYER OF PIPE

The system breaks in during the first 500 miles of driving and only gets smoother and deeper the more you drive it.

Drive away and ...**Enjoy Going Solo!**

Any questions or concerns please do not hesitate to call

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