

# SOLO PERFORMANCE

## STAINLESS STEEL EXHAUST PRODUCTS

### CAT-BACK INSTALLATION INSTRUCTIONS FOR...MUSTANG GT 5.0L EXHAUST KIT

*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) Remove ball collars at the converter (13mm) this may require you to break or grind the tack weld.
- 2) Loosen band clamps at mid pipes (15mm)
- 3) Remove front H-pipe section.
- 4) Loosen ball collars at the mufflers (13mm)
- 5) Remove mid pipes. Note: lowering the rear end may be required.
- 6) Remove mufflers. Note: removing hangers may be necessary.

#### **INSTALLING YOUR NEW SOLO KIT:**

***NOTE: If you snug everything first 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) Install Solo provided Pan Hard Bar spacer. Remove two 15mm bolts on the driver's side Pan Hard Bar. Install spacer and new 17mm bolts provided. This provides clearance for new Solo 3" mid-pipes.
- 2) Install Solo provided Split Flanges on the ball or rear side of the stock catalytic converters. Once assembled the pieces fit together like a puzzle to make a complete flat flange. Slide the provided bolts through the holes to hold in place.
- 3) Reinstall rear hangers if removed.
- 4) Install the Solo tailpipe sections. It helps to squirt the rubber hangers with soapy water to lubricate them. Note: J-Pipes need to be rotated or removed as necessary. J-Pipes come at a factory preset position so avoid altering the length.

- 5) Install mid-pipes into tailpipes. In the slip fit kits just slide one pipe into the other. If it's the rear ball kit then finger tighten the stock ball collar.
- 6) Install front Muffler or X-Pipe assembly into mid pipes and onto the converter and finger tighten the nuts and bolts.
- 7) Put the Band Clamps on the appropriate connections as per rear of package instructions. Only finger tighten at this point.
- 8) Align system for fit and clearance while everything is finger tight making sure the tail tips are in perfect alignment. Rear exhaust tips should be on at this point.
- 9) Snug, do not tighten, all connection points starting at the front and work backward while someone holds the tips in place.
- 10) Check for fit and clearance and do a light tighten on all connections. Check again and do a final tighten.

***SOLO 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***

- 8) Once the system is in place and tightened swivel the J-Pipes into place and tighten both clamps on each side.

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**Note: Adjusting J-PIPES:** This should not need to be done on most cars but incase please follow:

If you have an in town "bog" or trouble RPM ranges just undo the top band clamp of the J-Pipe ( at the end cap ) and move in or out 1/2". Determining which direction gives the best results and then do further adjustments in 1/4" increments. Both J-pipes must be adjusted evenly.

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

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***Any questions or concerns please do not hesitate to call***

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***Solo Performance / Zoro Muffler ( Mississauga Ont.) at (905) 897-6833!***