

2015+ FORD F-150

HEADER INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works Header system for your 2015+ Ford F-150. Our team has worked to ensure that this product is the premium in performance, quality, and fitment. We are proud to say that this system will unleash the true character of your vehicle. We encourage you to read through the following steps, and check the included Bill of Materials before beginning. Please follow these steps to ensure that your installation goes as planned.



2015+ F-150 5.0L
(FT19H, FT21HCATY)

a.

Stainless Works recommends the use of Hi-Temp RTV sensor safe silicone gasket maker as an option or in conjunction with the use of factory gaskets. The recommended Oxygen Sensor Safe RTV is either Valco All-in-One Aluminum or Permatex Copper P/N 101BR available at NAPA, Autozone and other retailers.

b.

Disconnect the battery before starting to work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.

c.

Your exhaust system can be installed by a weekend warrior, but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a hard level surface. Jack stands are required for safety.

d.

You will assemble the components together as specified below, but only snug the clamps as you move along from front to back. After aligning all the components in the vehicle, you will tighten all the clamps working from front to back of the vehicle.



Detail a

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DISASSEMBLY

1. Disconnect the battery.
2. Raise and support the vehicle.
3. Loosen the factory exhaust at the 2 bolt flange - (2) 10mm bolts.
4. Loosen clamp at slip fit connection point (behind the 2 bolt flange connection point) and remove the front section of pipe with resonator between the 2 bolt flange connection and slip joint.

FOR CONNECTION TO STAINLESS WORKS EXHAUST

5. Remove exhaust from all hangers then remove from truck.
6. Remove skid plate on left side of transmission crossmember - (4) 8mm bolts.
7. The following instructions are required only if you are planning to save the factory exhaust, otherwise skip to line #16.
8. Remove (12) 10mm bolts from front drive shaft and remove.
9. Remove (2) 6 mm bolts holding left and right heat shields to transmission crossmember.
10. Support transmission and transfer case with jack stands.
11. Remove (2) 12mm nuts from transmission mount.
12. Remove (4) 12 mm bolts and nuts from crossmember and remove cross member.

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Detail 3: OEM connection point



Detail 6, 8 & 9

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13.
Remove (1) 10mm bolt from left Y-pipe hanger.

14.
Loosen clamp on left head pipe.

15.
Unplug all O2 sensors.

16.
Remove (2) 10mm nuts from left and (2) 10mm nuts from right head pipes and remove head pipes.

17.
Reinstall crossmember and mount and tighten.

18.
If you are not planning to save the old exhaust, you can simply cut hangers from Y-pipe to simplify removal of manifold pipes.

FOR CONNECTION TO ANY EXHAUST SYSTEM

19.
Remove remaining (2) 6 mm bolts from right heat shield and slide heat shield back toward the rear of the vehicle.

20.
Remove starter and wires (1) 6mm nut (2) nuts and (3) 8mm bolts.

21.
Remove right and left heat shields on manifolds (3) 6mm bolts two per side.

22.
Remove (16) 10mm nuts, eight per side from manifolds and remove manifolds.

23.
Remove all (16) 10mm studs from heads.

24.
Seal headers with RTV, allow the RTV to get tacky (about 15 minutes) and install using remaining studs and nuts. Torque to OEM specifications.



Detail 15



Detail 18

25. Re-install starter.
26. Re-install right heat shield.
27. Re-install (1) 6mm bolt back in left heat shield at crossmember.
28. Install left lead pipe to header with (1) 3" clamp.
29. Install catalytic converter or cat eliminator to left lead pipe.
30. Install rear left lead pipe to cat with 3" clamp with wire hanger.
31. Re-install left hanger to transmission grommet with (1) 3" clamp.
32. Install right catalytic converter or cat eliminator to header with one 3" clamp.
33. Re-install all skid plates.
34. Remove O2 sensors from old pipes and re-install in new pipes. Note that an O2 extension is provided for use with the left and right rear O2 sensors- install now. These sensors will have the two external nubs removed from the male end. You may have to file off the two nubs on the male end of the mating male wire end so it can slip into the female end of this extension.
35. Install and secure the wires away from the driveshaft using zip ties.



Detail 28 & 29



Detail 30-32



Header leads close-up

FOR HEADERS TO FACTORY EXHAUST

36.
Install Y-pipe using (2) 3" clamps.

37.
Reconnect to factory exhaust using 2 1/2" clamp.

FOR HEADERS TO STAINLESS WORKS EXHAUST

38.
Install X-pipe using (2) 3" clamps.

39.
Then follow instruction for catback installation omitting Y-pipe installation in the catback.

40.
Reconnect battery. Be sure to have adequate clearance around all wires, hoses and lines. If anything is in contact with the exhaust system, it will melt. Make sure to have at least 1/2" of clearance and wrap any suspect areas with DEI thermal barrier wrap.

41.
After double checking for clearance and making sure all lines, wires and hoses are secured, drive the car for 10-20 miles and re-check all clamps and clearances. Your system may be tack welded at the joints/clamps to reduce shifting of the system during heating and cooling cycles. Make certain to disconnect the battery before performing any welding.

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Installed headers close-up

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