

# 2022+ FORD MAVERICK

## DOWNPIPE INSTALLATION INSTRUCTIONS

Thank you for purchasing a Stainless Works Downpipe system for your 2022+ Ford Maverick. Our team has spent several hours 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.



**2022+ FORD MAVERICK DOWNPIPE  
(FMA VDP)**

- 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.

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V01 - 4.5.23

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### DISASSEMBLY

1. Disconnect the battery.
2. Unplug the sensor from the air box and remove to 2 clips securing it to the air box. loosen the band clamp on the intake hose.
3. Remove the 2 push clips holding the air duct to the core support. With those removed carefully remove the air box and duct.
4. Remove the battery tie down and unclip the wire from it. (x2 10mm bolts)
5. Unclip the wires from the engine side of the battery tray.
6. Remove the battery tray/air box mount. (x3 10mm bolts, x2 10mm nuts)
7. Unplug the bank one O2 sensor located on the back side of the engine under the intake tube.



*Detail 2: location of both clips and the plug.*



*Detail 3: two push clips holding the intake duct to the core support.*



*Detail 6: location of the hardware securing the battery tray.*



*Detail 7: location of the bank one O2 sensor plug.*

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### DISASSEMBLY

★ Go under the vehicle to continue disassembly.

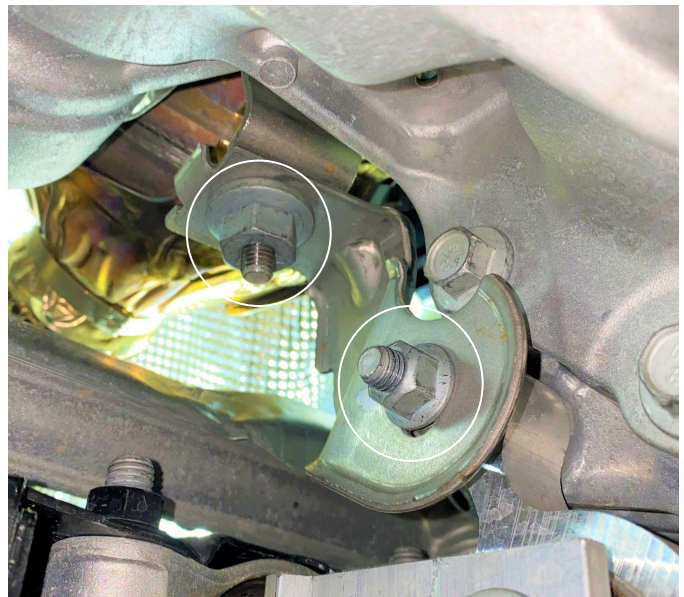
8. Loosen the clamp behind the factory flex pipe (16mm nut) and remove the bolt.
9. Support the exhaust and remove the 3 rubber hangers. Once this is done the factory exhaust can be removed.
10. Remove the front splash guard (x14 T30 screws)
11. It isn't required but for ease of installation the drive shaft may be removed along with the heat shield at the front of the tunnel (T45 - drive shaft bolts, 10mm - heat shield nuts) **always block wheels and use caution when removing a driveshaft. The vehicle will be able to move even if it is in park.**
12. Unbolt the factory flex pipe hanger (x2 10mm bolt)
13. Unplug the bank two O2 sensor
14. Carefully loosen and remove the O2 sensors
15. Loosen and remove the downpipe support. (21mm nut, 15mm nut)
16. Loosen and remove nuts holding the factory downpipe to the turbo. Two can be accessed from underneath the vehicle. The final nut can be accessed by carefully using extensions from the engine bay where the battery tray was removed. (x3 15mm nuts)
17. Carefully remove the factory downpipe.



Detail 4: reference of the drive shaft unbolted and dropped for working room.



Detail 1: reference picture of factory clamp.



Detail 8: location of the DP support bracket/hardware.

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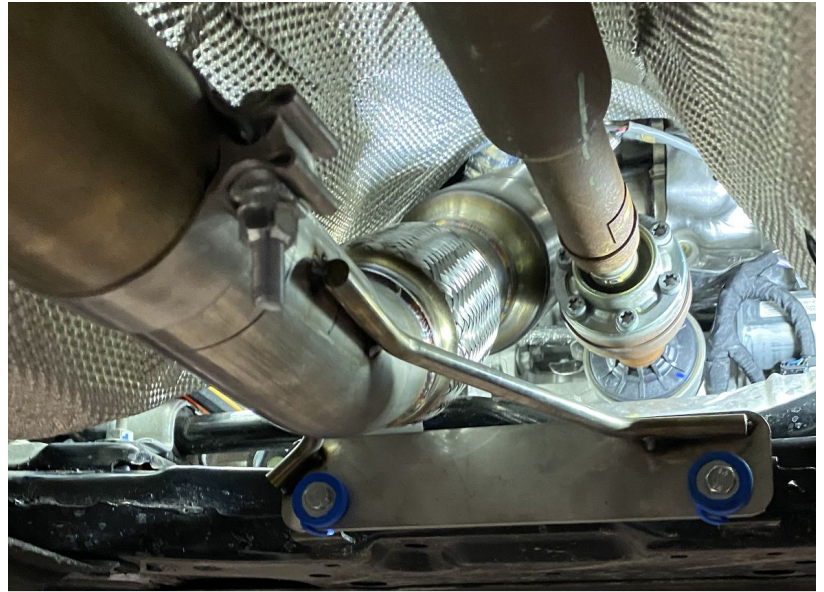
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### ASSEMBLY

1. Install the SW performance downpipe using the factory gasket and 15mm nuts(x3)
2. Reinstall the O2 sensors into the SW DP and plug them in. the bank two wire will need to be secured away from the cat after being plugged in to avoid being burned/damaged. See detail 2 for reference.
3. If you removed the drive shaft/heat shield it will need to be installed at this point.
4. Mount the DP hanger using the provided M8 bolts/washers (x2 each) and blue grommets (x2)
5. Install the tubing transition using a 3" clamp.
6. If connecting to a SW performance catback proceed with those instructions.
7. If connecting to a factory catback continue to the next page.



*Detail 2: Bank 2 O2 sensor secured to the firewall using a zip tie to avoid contact with the cat.*



*Detail 4: the SW DP hanger mounted correctly*



*Detail 5: the tubing transition connected to the DP.*

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### ASSEMBLY CONT.

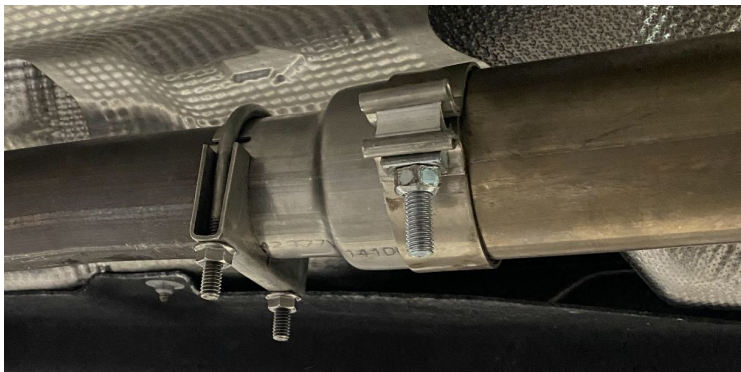
- ★ *For connecting to the factory catback only. If using a SW catback continue with the instructions included in that system.*
- 8. Install the adapter to the tubing transition using a 3" clamp
- 9. Lay out the factory exhaust on the ground as it sits on the vehicle.
- 10. Locate the weld on the tail section of the secondary cat. Measure 3 inches from this weld and mark the tube using a marker.
- 11. Using your mark from step 3 make a straight cut through the tube and debur the cuts.
- 12. Install the factory exhaust into the adapter using the 2.5" saddle clamp and reinstall the factory rubber hangers.
- 13. Adjust and tighten all the clamps



*Detail 3: how to mark out your cut.*



*Reference picture of a properly cut factory system.*



*Detail 1,5: the adapter connecting the SW DP to the factory exhaust.*

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