

## X-PIPE INSTALLATION INSTRUCTIONS

### D925

#### 2005-2006 FORD MUSTANG, 4.6L 3V, USING DOUGS HEADER D6682

**PerTronix®** thanks you for choosing **DOUG'S HEADERS**, the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

CHECK TO MAKE SURE YOU RECEIVED THE PROPER PARTS FOR YOUR APPLICATION. IF YOU ARE UNSURE YOU HAVE RECEIVED THE PROPER PARTS CALL BEFORE YOU START WORK.

**BE SURE TO WORK SAFE!** WHENEVER YOU WORK UNDER THE VEHICLE BE SURE THAT IT IS LOCATED ON LEVEL, SOLID GROUND AND IS SUPPORTED BY ADEQUATE SAFETY STANDS!

**REMEMBER: HOT ASPHALT WILL NOT SUPPORT MOST JACK STANDS!**

Many factors affect the installation of headers and X-Pipes, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads. Most installations require some welding. If you are uncomfortable with welding operations, we recommend that you contact a professional exhaust system specialist to install your new X-Pipe.



**WARNING:** These headers are legal for Off Highway use (except in California or states that have adopted California emission standards) or Racing use (which may never be used on a Highway), or for use on pre emission controlled motor vehicles/motor vehicle engines (pre 1966 domestic vehicles certified to California standards, pre 1968 domestic vehicles certified to Federal standards and all pre 1968 Foreign vehicles) **Only**.

## BEFORE STARTING

- We recommend welding all pipe slip joints. If no welding equipment is available at the time of installation, use the furnished clamps to secure the pipes until they can be welded. If you are not going to weld the slip joints, apply a liberal amount of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the joints to further ensure a proper seal.
- This X-Pipe is designed to fit with Doug's Header Part No. D6682 only!

## DISASSEMBLY

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 2 feet or higher and support it with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Remove all four O<sup>2</sup> sensors from the stock H-pipe assembly (label sensors to ensure proper location when re-installed).

4. Loosen the band clamps at the rear of the H-pipe and slide them back.
5. Remove the nuts from the H-pipe at the manifold. Remove the H-pipe.  
Note: If you are using the D925 X-pipe with the stock catalytic converters, it will be necessary to **cut the stock H-pipe assembly** approximately 4" in front of the hanger bracket. It will prove to be more accurate by placing the X-pipe on top of the stock H-pipe and mark the area to be cut (allowing enough for slip fit).

## ASSEMBLY

1. Install Doug's Header Part No. D6682 per instructions.
2. Install the X-pipe hangers into the stock rubber mounts.
3. Slip the stock band clamps back over the end of the X-pipe, but don't tighten yet.
4. Install the X-pipe assembly with the two T-bolt band clamps to the headers.
5. Tighten all clamps evenly.
6. Re-install the sensors.
7. Connect the negative battery cable.

## START THE ENGINE

Start the engine and allow it to warm up to operating temperature. Check for any unusual noises or exhaust leaks. If every thing is OK, stop the engine and tighten all bolts while the engine is still warm.

**NOTE:** Check the bolts periodically to make sure they have not loosened. Re-tighten after the first 500 miles and then again at 1000 miles.

## IMPORTANT CHECK LIST

- Be sure that all brake lines and fuel lines are clear of headers and/or connector pipes.
- All spark plug wires, battery cables, or other electrical components should be clear of headers and/or connector pipes.
- Double-check the tightness of all bolts including brackets and accessories.

## PARTS LIST

Qty	Description
1	X-Pipe
2	2-1/2" T-bolt clamp