



DH131

FORD F150 LIGHTNING FITTING TIPS

Disconnect battery

Remove Oxygen sensors

Disconnect engine pipes and remove from vehicle

Remove front wheels and take out plastic inner wheel tub

(This is not essential but helps a lot!)

Remove engine oil dipstick (LHS) and bracket for auto trans dipstick (RHS)

Undo factory manifolds and take out from underneath vehicle

RHS

Disconnect starter motor wires and holding bracket off chassis, hold out of the way.

Remove starter motor to gain access to the rear header bolts. (Optional but highly recommended!)

Lift header up from underneath vehicle and loosely start all the bolts

Move header around on bolts (small amount of play) until you achieve the best clearance in the area where #1 pipe comes close to starter solenoid and chassis

Tighten all header bolts evenly and replace bracket for trans dipstick

Remove bracket from starter motor loom and re-route wiring in front of and around pipes. Earth cable that was originally mounted with bracket now is anchored to hole in top control arm bracket on chassis.

Cable tie loom down to the outboard side of control arm bracket to hold clear of pipes.

Refit plastic inner wheel tub and wheel

LHS

The heat shield on this side needs so be slightly modified to fit header

Lift header up from underneath vehicle, taking note of where the header fouls on the shield, simply push away or beat in with a hammer and a block. (Taking out the rear inboard mounting bolt helps gain clearance)

Once header has clearance from the heat shield, start all header bolts.

Start heat pipe flare nut then tighten header bolts evenly

Tighten heat pipe flare nut to ensure seal

Replace engine oil dipstick and refit plastic inner wheel tub and wheel

OXYGEN SENSORS

The rearmost sensors (post cat) should have a long enough cable to place them behind cats quite comfortably.

The front sensors need to have their cables extended by around twelve inches.



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