

OKCMustangGT's Flowmaster Muffler Install for 2006 Ford Mustang GT

I purchased my Flowmaster Mufflers (17410) from Summit Racing www.summitracing.com and am very pleased with the design, quality and sound of the mufflers. First off I chose these particular mufflers because they produce a nice deep growl with only a slight increase in cabin noise. In fact, there are only a couple of RPM ranges that seem to be much louder than the stock mufflers under normal driving conditions. If you want to hear them, just drop the hammer and they roar like a lion.

I wanted to share my experience as I installed these mufflers to better assist anyone else who wants to install any after market mufflers on their 2005-06 model Mustang GT. I am by no means a mechanic and I completed this install within an hour just using the listed tools and equipment. I did however, take before and after video clips of the exhaust to illustrate the difference in sound from stock to Flowmaster. Links to these video clips can be found at the end of this write-up. Please read this entire Write-Up before proceeding to uninstall/install the mufflers.

TOOLS & EQUIPMENT USED:

13mm & 15mm Ratcheting Gear Wrenches - 3/8" DR Deep Well 15mm 6pt Socket & Ratchet
Rhino Ramps - Wheel Chocks



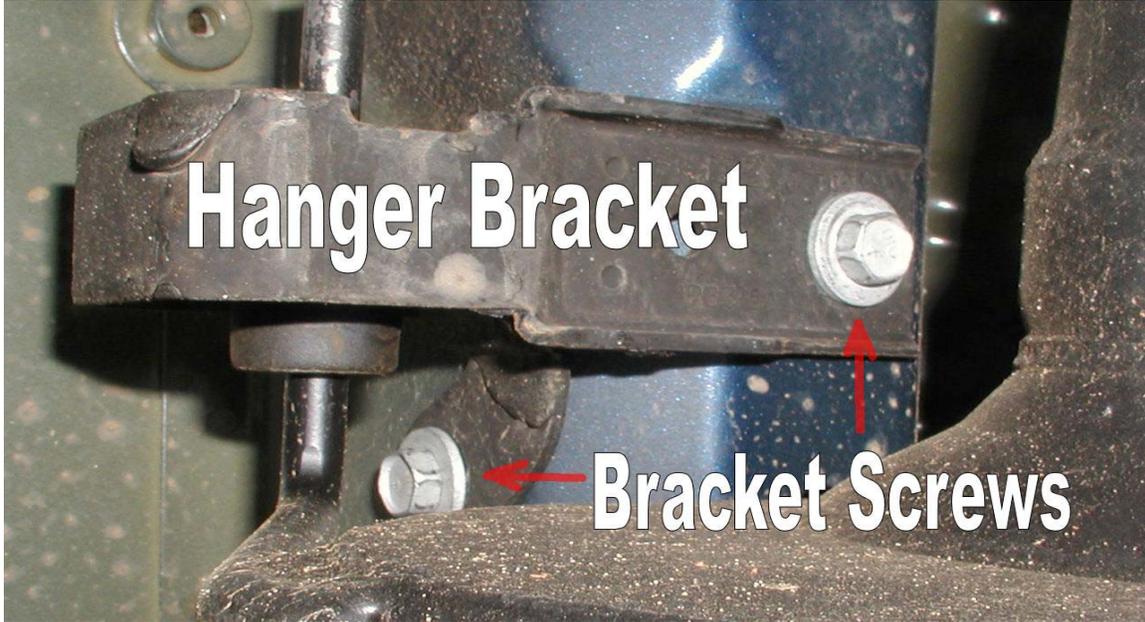
VEHICLE PREPARATION:

First I placed the Rhino Ramps at the edge of the rear tires. I walked around the front to check the alignment of the ramps to the tires ensuring I would not roll off the side of the ramps. (This would be a bad, bad thing to happen). I slowly backed onto the ramps until I was fully up on them, set the emergency brake, got out and put the chocks in front of the front tires. (Don't roll off the back of the ramps this would be a bad, bad thing as well. Notice the space between the stock mufflers and the rear fascia cutouts. You want to get close to this alignment with the new Flowmaster Mufflers or any other muffler for that matter.



STOCK MUFFLER REMOVAL:

I used the ratchet and socket to loosen the clamp at the connection of the muffler and over-axle pipe. I then moved to the screws on the hanger brackets. There are two hanger brackets, and two screws per bracket for a total of four screws to remove per muffler. I used the 13mm ratcheting gear wrench to remove these four screws and set the screws aside. **DO NOT** remove the hanger brackets from the stock muffler yet, I will explain why not later.



I then grabbed the muffler and gently wiggled it back and forth while pulling toward the rear of the car to remove it. Take the stock muffler and set it on the ground facing the same direction beside the Flowmaster and transfer the hanger brackets and slip the new clamps (supplied with the Flows) onto the Flowmaster Mufflers (That is why you should not remove the hanger brackets till now, so you can get the orientation of the brackets correct.)

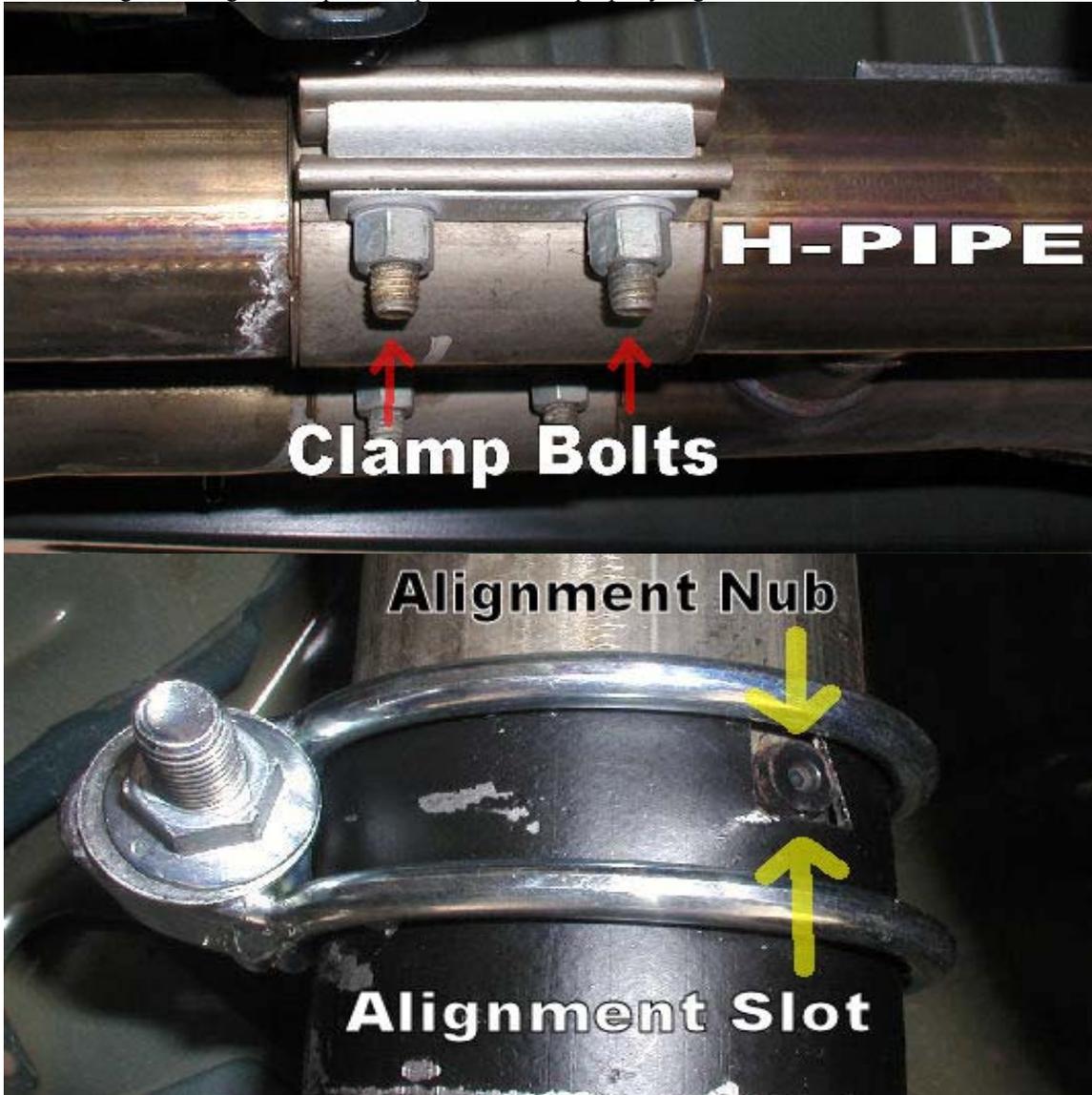
Repeat this process to remove the other muffler and transfer the brackets the same way.



FLOWMASTER MUFFLER INSTALLATION:

Now that you have the hanger brackets and clamps transferred to the Flowmasters, it's time to install these bad boys. Take one of the mufflers and crawl back under the car and slide the muffler over the over-axle pipe connection aligning the slot in the muffler with the nub on the over-axle pipe, but don't tighten it yet. Replace the hanger brackets and screws using the 13mm ratcheting gear wrench again. This part can be frustrating but the Gear Wrenches make it much more tolerable. After tightening the hanger brackets just snug up the clamp at the over-axle pipe then check for exhaust tip alignment. You should have at least 1/2" clearance all the way around the rear fascia cutouts. If the tips do not center very well there are two fixes to the problem, which I know of.

- 1) If you follow your exhaust from the rear toward the front you will come across a clamp with two bolts in it just to the rear of the H-Pipe. Loosen these two bolts and then re-check for tip alignment. If this fixes it then tighten the clamp at the over-axle pipe placing the new clamps in the position shown in the picture. Tighten this clamp as tight as you can get it. Move to the H-Pipe clamp and tighten those bolts again.
- 2) If the first method doesn't work the only other way I know to fix it is to take the mufflers off and actually bend the hanger to adjust for alignment. Install them again and check to see if the alignment is good. Repeat this process till it is properly aligned.



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My driver's side muffler aligned almost perfect no adjustment, but the passenger side was low and left. I used the H-Pipe trick on the passenger side and it aligned almost perfect too. You can see in the picture the tip alignment is very close to factory tolerance. Make sure you tighten the clamps at the over-axle pipe VERY tight, some people even bottom the bolt out.



That completes my write-up on how I installed the FlowMaster 17410 Mufflers on my 2006 Mustang GT. I hope you found this informative and easy to follow.

Here are my links to the video clips;

The Stock Mufflers

<http://s40.photobucket.com/albums/e212/OKCMustangGT/FlowMaster%20Install/?action=view¤t=StockMufflers04-01-2006.flv>

The FlowMaster Mufflers

<http://s40.photobucket.com/albums/e212/OKCMustangGT/FlowMaster%20Install/?action=view¤t=FlowmasterMufflers04-01-2006.flv>