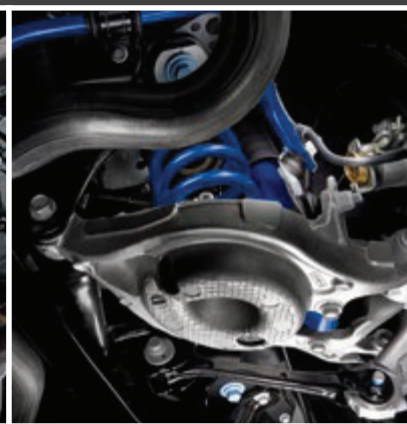




FORD **PERFORMANCE** PARTS

35 YEARS 1981-2016



2016 CATALOG

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**FORD PERFORMANCE
PARTS**

35 YEARS 1981-2016

FORD PERFORMANCE PARTS: 35 YEARS AND NO END IN SIGHT

In 1901, Henry Ford envisioned a “performance part” that might help him win a race – ceramic insulation for his spark plugs to prevent fouling. He had the parts made and won the race, against one of the most renowned automobile racers of the time. That was perhaps the most important Ford racing victory ever, because it established Henry Ford’s credentials. Investors stepped up and, two years later, Ford Motor Company became a reality.

The world has changed since then, but in the car business, performance is still a vital ingredient and always will be. Whether it’s in racing or on the street, people with a passion for performance are out there showcasing our products. So it makes perfect sense for us to supply them with the very best equipment we can.

Thirty-five years ago, Ford Special Vehicle Operations (SVO) was launched to manage the new Ford Motorsport program – ending a 10-year absence from racing and performance that followed the hugely successful “Total Performance” campaign of the 1960s. SVO started small, because they started with nothing – no performance parts or race cars. Everything was gone.

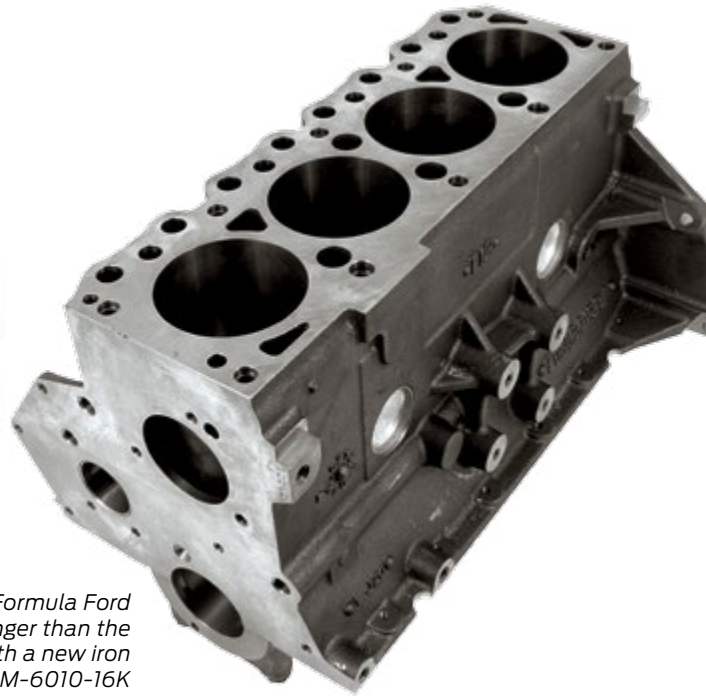
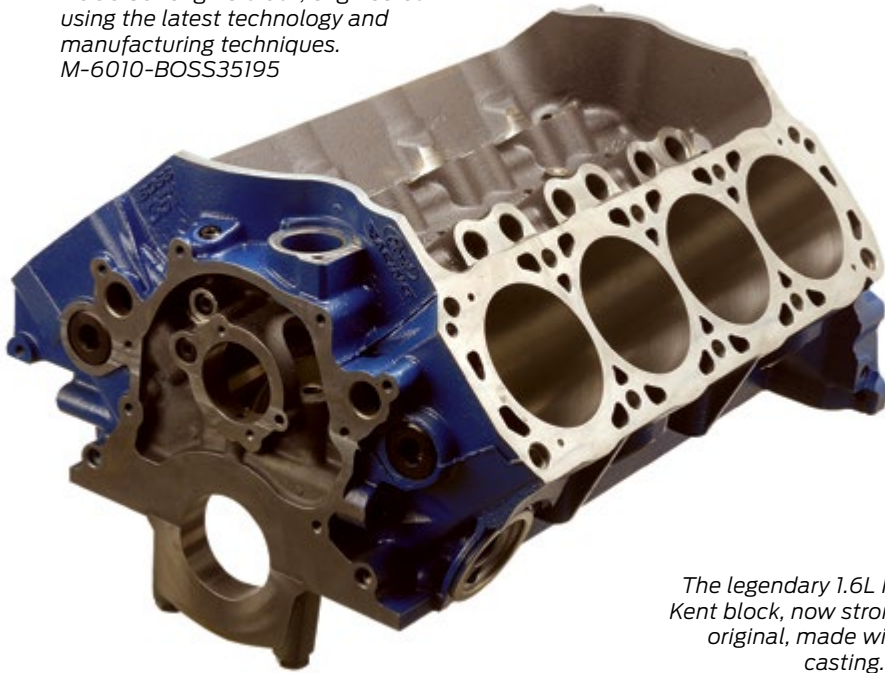
They were a group of car guys: engineers, designers and technicians who put all their skills, ingenuity and passion for performance into their work, because that’s the only way racers and performance enthusiasts know how to do it.

Some were holdovers from the Total Performance era. However, one engineer, Don Sullivan, started with Ford right out of college and had developed connecting rods for the flathead V8 in 1931-32 under Henry Ford’s direct supervision. Having worked on every Ford racing engine that followed, Sullivan – still vital and energetic at 85 years old – was an active member of the SVO team who brought a comprehensive knowledge of racing and high-performance engines.



This is the first edition of a new series of Performance Equipment Catalogs. Watch for future editions with an expanded listing of parts, sportswear and accessories.

BOSS 351 engine block, engineered using the latest technology and manufacturing techniques. M-6010-BOSS35195



The legendary 1.6L Formula Ford Kent block, now stronger than the original, made with a new iron casting. M-6010-16K

To produce an engine for NASCAR®, the team found some old 351 Cleveland V8 castings in Australia, and used those to develop a new design. Concurrently, they found parts from European racing operations to help them create the Miller Mustang for IMSA GTP racing and score the fledgling program's first racing victories.

SVO's initial performance parts catalog (1982-83) was little more than a thin brochure – primarily just basic and

essential powertrain and chassis parts, along with some “show-the-colors” apparel and accessories.

But there were engine parts for all the prominent performance engines of the time. Small blocks included the 289, 302 and 351 V8s; four-cylinder engines included the “Kent” 1.6L powerplant for the popular Formula-Ford class in grassroots road racing.





1984 Mustang SVO

The team's first performance car arrived on the scene in 1984: the SVO Mustang. They had re-worked almost everything on the current Mustang that mattered for performance, including powertrain, suspension, brakes, aerodynamics, and the car's unique turbocharged four-

cylinder engine. But while it was a critical success in the enthusiast media, it sold poorly and was abandoned after two years. On a happier note, all that development work had spawned a host of new Mustang performance parts and beefed up the catalog.



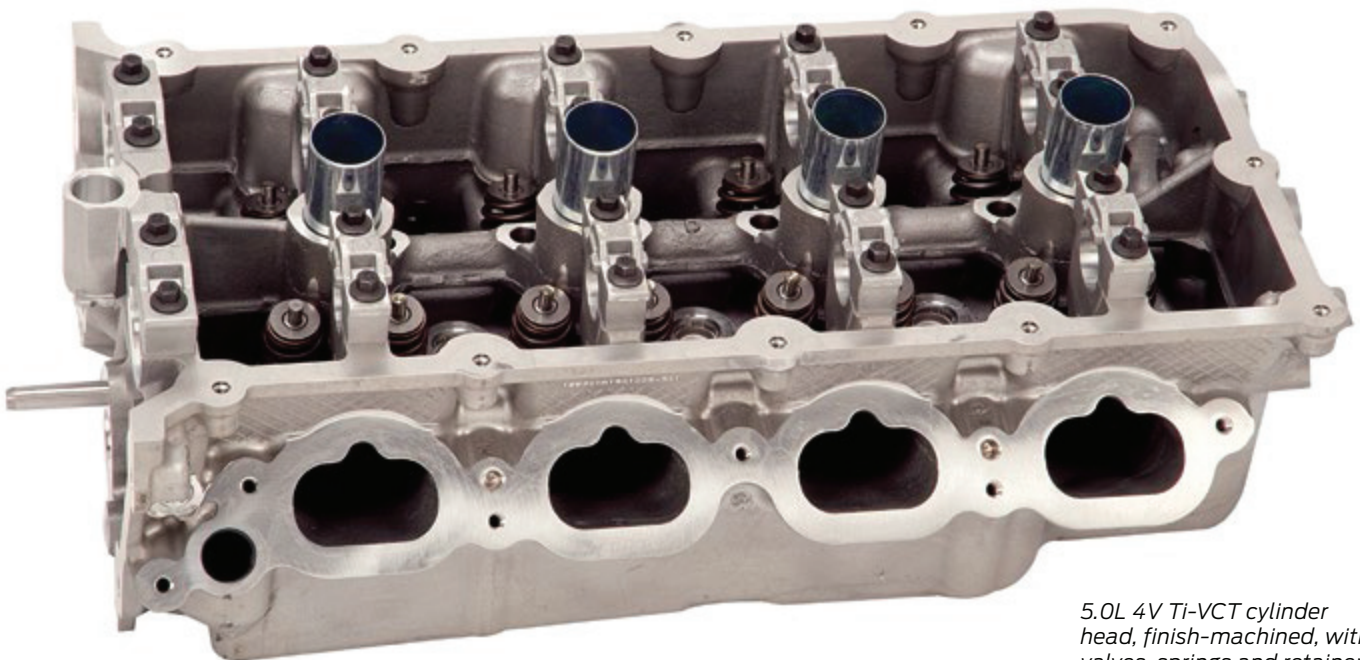


1993 Mustang SVT Cobra

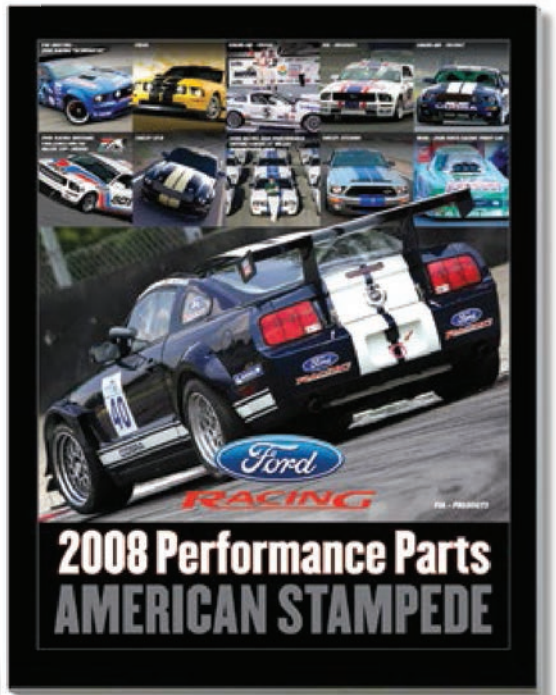
The performance group expanded to include a Special Vehicle Team (SVT) and in 1992, their first SVT Mustang Cobra was launched. It was a big hit. The car, and the concept behind it, initiated a series of successful high-performance Ford vehicles over the next two decades. In fact, with that first Mustang Cobra came one of the most popular parts ever: the GT-40 cylinder head. And it was just one of the Cobra's parts that could be used to improve the performance of Mustang GTs, and even extend to mainstream use in other vehicles.

As parts offerings widened and grew, so did advances in engineering methods, materials and technology, including electronic vehicle control systems. The performance enthusiast's "must-have" equipment list expanded to include items such as MAF sensors and control packs, and these began appearing in the performance parts catalog.

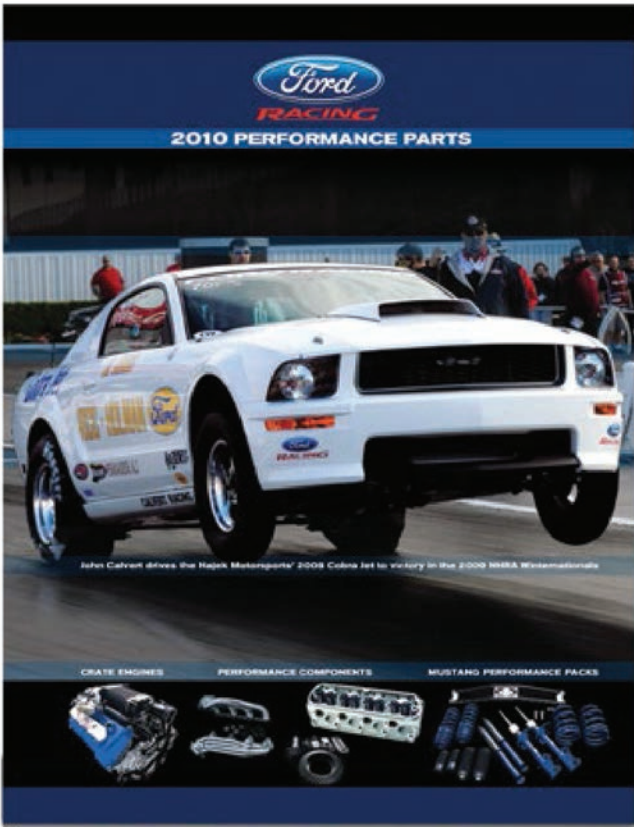
Today, you can "personalize" almost any aspect of your Ford vehicle with our wide-ranging lineup – everything from nuts, bolts and gaskets to superchargers, calibration tools, crate engines and turn-key race cars.



5.0L 4V Ti-VCT cylinder head, finish-machined, with valves, springs and retainers. M-6049-M50



Ford Performance/Roush® 2.3L TVS supercharger kit for 2015 Mustang GT, with complete air-to-liquid intercooler system. M-6066-M8627





Our Ford Performance engineers are enthusiasts, gear-heads and racers, so you can be confident we know what it takes to produce a winning combination. We have the experience, skills and assets to do it right.

Another big advantage is our collaboration with the mainstream vehicle engineering teams. We tap into all that data and knowledge that is just not available to aftermarket tuners. Then we use rigorous development and testing processes on our high-performance vehicles.

The result: Products from Ford Performance are racer-engineered, developed and tested, which gives you the performance, reliability and durability that adds up to tremendous value.

We have been doing that for 35 years, and will continue for as long as car and performance go together.



| **FORD PERFORMANCE**



The Ford Performance Parts Team



FORD **PERFORMANCE**

Congratulations

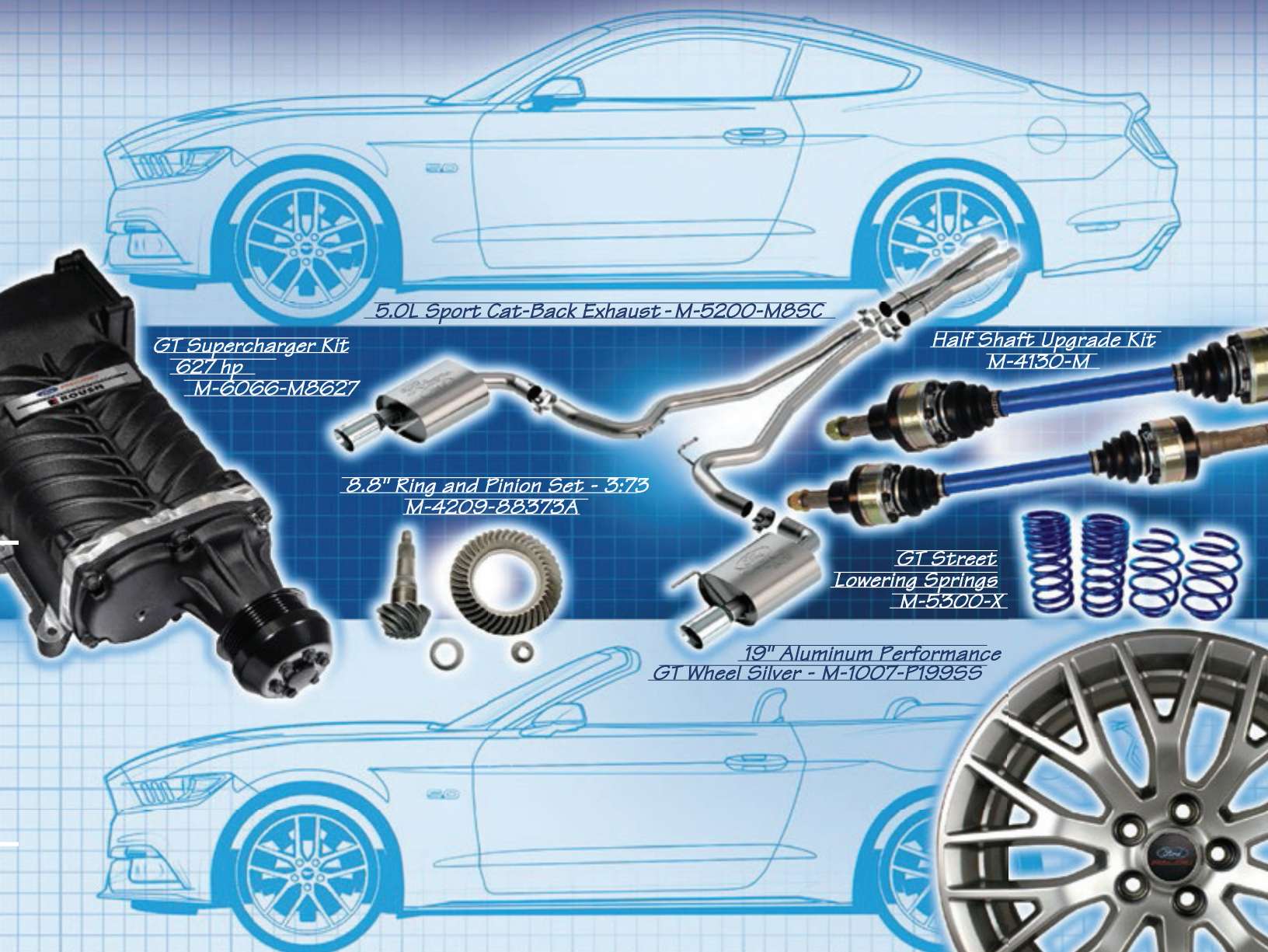


FORD PERFORMANCE Congratulates our
Pirelli World Challenge Teams on Winning
The 2015 GTS Manufacturers Championship



THE BLUEPRINT FOR PERFORMANCE

FORD PERFORMANCE PARTS FOR THE 2015 MUSTANG



5.0L Sport Cat-Back Exhaust - M-5200-M85C

*GT Supercharger Kit
627 hp
M-6066-M8627*

*Half Shaft Upgrade Kit
M-4130-M*

*8.8" Ring and Pinion Set - 3:73
M-4209-88373A*

*GT Street
Lowering Springs
M-5300-X*

*19" Aluminum Performance
GT Wheel Silver - M-1007-P19955*

At Ford Performance Parts, we're proud to be the only high-volume manufacturer that designs, engineers, develops, sells and supports a wide range of performance parts for both racing and street use. We helped the original Mustang become a winner on the track in the 1960s, and now, 50 years later, we're still at it – bigger, better, stronger and more knowledgeable than ever. With the all-new, sixth generation Mustang arriving on the scene, we are ready with everything you need to create the Mustang of your dreams.



FORD PERFORMANCE



FORD PERFORMANCE

PERFORMANCE PARTS DESIGNATIONS



As a leading manufacturer of performance parts, Ford Motor Company recognizes a special responsibility regarding environmental concerns. Ford Performance is committed to a program of performance parts development that allows motorsport enthusiasts to modify their vehicles and meet emission requirements.

Using guidelines established by the State of California for aftermarket parts used in vehicles driven on public highways, this catalog identifies parts that are acceptable for use on emission-controlled motor vehicles using the "50-States Street Legal" logo pictured below. Parts without the logo are intended for off-road and competition purposes only.

PARTS WITH



"Street Legal" by Executive Order

These add-on or modified parts are considered "Street Legal" because they have an Executive Order from the State of California. Ford Performance has demonstrated through emission testing that the use of these parts does not adversely affect vehicle emissions of production vehicles with certified emission control systems.

PARTS WITHOUT



These parts do not have an Executive Order from the State of California and are not considered "Street Legal."

IMPORTANT NOTICE

This catalog primarily lists special performance parts, many of which are designed for off-highway use only. U.S. and Canadian laws and regulations prohibit removal of or tampering with components installed on production vehicles to meet emission requirements or to comply with motor vehicle safety regulations applicable to vehicles manufactured for use on public roads. Customers are advised that vehicles equipped with parts designated for "off-highway use" should not be operated on public roads. Ford offers such parts only for track or off-highway or competitive performance use. Such parts have a special "warning" label (see insert at right). All parts in this catalog without the "50-States Street Legal" logo pictured above are included in this designation.

FUTURE DEVELOPMENTS

While many Ford Performance Parts have no application for cars driven on public highways, Ford Performance continues to develop, analyze and test additional engine and powertrain parts with the goal of making them "Street Legal." Ford's vision is to provide products meeting all of our various customers' needs while remaining environmentally responsible.

WARNING:

This part has been designed and is intended for off-highway application only. Installation of this part on a vehicle that is driven on public roads may violate U.S. and Canadian laws and regulations relating to emission requirements and motor vehicle safety standards. In addition, installation of this part may adversely affect the warranty coverage on your vehicle.



FORD MUSTANG

SUPERCHARGED 627 HP

FORD PERFORMANCE

50
Ford
PERFORMANCE

2015-2016 MUSTANG

2015-2016 MUSTANG GT SUPERCHARGER KIT 627 HP M-6066-M8627



- Fits 2015-2016 Mustang GT with manual or automatic transmission
- Produces 627 hp @ 6900 rpm and 540 lb-ft torque @ 4700 rpm, at approximately 9 psi of boost with 93 octane fuel
- Kit comes complete with all hardware for install
- Exclusive calibration 50-state emissions legal
- Developed with Roush® Performance
- Kit includes:
 - 2.3L Twin Vortices Series (TVS) supercharger assembly. The R2300 supercharger features new TVS technology. The new TVS features new four-lobe rotors and high-flow inlet and outlet ports that greatly enhance thermal efficiency, enabling greater volumetric capacity at higher revolutions per minute (rpm)
 - Lower intake manifold
 - Dual 60 mm electronic throttle body
 - Air inlet system

- Fuel rails
- Complete air-to-liquid intercooler system includes pump, heat exchanger and reservoir
- Drive belt: FEAD 6-rib system
- 47 lb/hr, 6-hole, high-impedance fuel injectors
- Ford Performance ProCal tool (requires laptop and internet access) with performance calibration for significantly improved throttle response and performance feel

This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

NOTE: Due to multiple powertrain calibrations, online registration is required to receive calibration. Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only. Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle.



2015-2016 MUSTANG GT OIL-AIR SEPARATOR M-6766-A50



- Precision-molded canister with unique filter media separates oil vapor from the air in the PCV system
- Designed and engineered specifically for installation on the Ford 5.0L Coyote engine
- All OEM hoses and fittings are used for a high-quality installation and function
- This is a highly engineered system, not a universal "fits-all" kit



2015 MUSTANG POWER UPGRADE PACKAGES



2015 MUSTANG GT POWER UPGRADE PACKAGE

M-FR1-M8

2015 MUSTANG GT PERFORMANCE CALIBRATION

M-9603-M8

2015 MUSTANG 2.3L TURBO POWER UPGRADE PACKAGE

M-FR1-M4

2015 MUSTANG 2.3L TURBO PERFORMANCE CALIBRATION

M-9603-M4

Ford Performance calibrations deliver unique software and functionality that no aftermarket tuner can match.

All Ford Performance calibrations go through a rigorous test schedule utilizing the same Ford resources used in production vehicle development. Hot weather, cold weather and barometric changes are used during calibration development and testing to ensure safe, reliable horsepower in any driving condition. And, unlike many "tunes", every calibration is 50-state legal and in many cases offered with a Ford Performance warranty when installed by a Ford Performance authorized retailer.

The result is a calibration truly unique, offering industry-leading performance and durability, ONLY from Ford Performance.

2015-2016 MUSTANG

2015-2016 MUSTANG GT350 RADIATOR

M-8005-M8

- Fits 2015-2016 Mustang GT 5.0L with manual and automatic transmission
- Original equipment on 2015-2016 Mustang GT350 and Mustang GT equipped with the Performance Pack option
- GT350 radiator is less restrictive and provides more volume than standard radiator
- Improved cooling over stock non-Performance Pack Mustang radiator



Ford Performance has partnered with industry-leader Borla® Exhaust to offer the first in a series of Ford Performance by Borla® systems. These cat-back exhaust systems are constructed from ultra-smooth mandrel bent 300-series stainless steel tubing that is designed and fit to Ford Performance specs. These 2.5" cat-back exhaust systems with integral X-pipe will give you an aggressive muscle car sound. Installation is easily completed by bolting the system directly to the stock factory catalytic converters, making your Mustang 100% emission compliant. These tuned stainless steel mufflers with 4" chrome-plated stainless steel tips not only sound great but look great too.



M-5200-M8SC shown

2015-2016 MUSTANG GT 5.0L CAT-BACK TOURING EXHAUST SYSTEM

M-5200-M8TC* Chrome Tips

M-5200-M8TB* Black Tips

- Fits 2015-2016 Mustang GT
- Bolts to stock catalytic converters
- 30 lbs lighter than the factory cat-back system
- Integral X-pipe
- 2.5" stainless steel mandrel bent cat-back tubing
- 4" chrome-plated stainless steel tip
- Aggressive sound is 50-state drive-by noise legal
- Uses stock hangers and mounts



2015-2016 MUSTANG GT 5.0L CAT-BACK SPORT EXHAUST SYSTEM

M-5200-M8SC* Chrome Tips

M-5200-M8SB* Black Tips

- Fits 2015-2016 Mustang GT
- Bolts to stock catalytic converters
- 30 lbs lighter than the factory cat-back system
- Integral X-pipe
- 2.5" stainless steel mandrel bent cat-back tubing
- 4" chrome-plated stainless steel tip
- Loud aggressive sound is 49-state drive-by noise legal
- Uses stock hangers and mounts



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2015-2016 MUSTANG GT 5.0L CAT-BACK TOURING EXHAUST SYSTEM WITH GT350 EXHAUST TIPS AND LOWER VALANCE



M-5200-M8TBV*

- Fits 2015-2016 Mustang GT
- Bolts to stock catalytic converters
- Integral X-pipe
- 2.5" stainless steel mandrel bent cat-back tubing
- GT350 Quad Exhaust tips
- Aggressive sound is 50-state drive-by noise legal
- Uses stock hangers and mounts
- Includes rear lower GT350 valance



2015-2016 MUSTANG GT 5.0L CAT-BACK SPORT EXHAUST SYSTEM WITH GT350 EXHAUST TIPS AND LOWER VALANCE



M-5200-M8SBV*

- Fits 2015-2016 Mustang GT
- Bolts to stock catalytic converters
- Integral X-pipe
- 2.5" stainless steel mandrel bent cat-back tubing
- GT350 Quad Exhaust tips
- Loud aggressive sound is 49-state drive-by noise legal
- Uses stock hangers and mounts
- Includes rear lower GT350 valance



2015-2016 MUSTANG GT 5.0L TOURING MUFFLER KIT WITH GT350 EXHAUST TIPS AND LOWER VALANCE



M-5230-M8TBV*

- Fits 2015-2016 Mustang GT
- 2.5" stainless steel mandrel bent tubing
- GT350 Quad Exhaust Tips
- Aggressive sound is 50-state drive-by noise legal
- Uses stock hangers and mounts
- Includes rear lower GT350 valance



2015-2016 MUSTANG GT 5.0L SPORT MUFFLER KIT WITH GT350 EXHAUST TIPS AND LOWER VALANCE



M-5230-M8SBV*

- Fits 2015-2016 Mustang GT
- 2.5" stainless steel mandrel bent tubing
- GT350 Quad Exhaust Tips
- Loud aggressive sound is 49-state drive-by noise legal
- Uses stock hangers and mounts
- Includes rear lower GT350 valance



2015-2016 MUSTANG GT 5.0L TOURING MUFFLER KIT



M-5230-M8TC*

- Fits 2015-2016 Mustang GT 5.0L
- 2.5" stainless steel mandrel bent tubing
- 4" chrome-plated stainless steel tip
- Aggressive sound is 50-state drive-by noise legal
- Uses stock hangers and mounts
- Factory exhaust pipe must be cut to install clamp on Ford Racing axle back mufflers



2015-2016 MUSTANG GT 5.0L SPORT MUFFLER KIT



M-5230-M8SC*

- Fits 2015-2016 Mustang GT 5.0L
- 2.5" stainless steel mandrel bent tubing
- 4" chrome-plated stainless steel tip
- Loud aggressive sound is 49-state drive-by noise legal
- Uses stock hangers and mounts
- Factory exhaust pipe must be cut to install clamp on Ford Racing axle back mufflers



2015-2016 MUSTANG GT 5.0L X-PIPE



M-5251-M8*

- Fits 2015-2016 Mustang GT 5.0L
- 409 stainless steel X-pipe
- Converts your factory H-pipe to a more efficient X-pipe
- Cutting of factory exhaust required for installation
- Clamp-on installation – does not require welding! Installs using existing front factory clamps and supplied rear clamps



2015-2016 MUSTANG GT 5.0L SIDE EXIT EXHAUST SYSTEM



M-5220-M8*

- Fits 2015-2016 Mustang GT 5.0L Coupe
- Production-quality quad exhaust styled from the 2012-2013 Mustang BOSS 302
- Kit includes left- and right-side exhaust pipes with polished 304 stainless steel tips, 409 stainless steel X-pipe and mounting hardware
- Converts your factory H-pipe to a more efficient X-pipe
- Cutting of factory exhaust required for installation
- Clamp-on installation – does not require welding!
- Installs using existing front factory clamps and supplied rear clamps



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2015-2016 MUSTANG

Ford Performance has partnered with industry-leader Borla® Exhaust to offer the first in a series of Ford Performance by Borla® systems. These cat-back exhaust systems are constructed from ultra-smooth mandrel bent 300-series stainless steel tubing that is designed and fit to Ford Performance specs. These 2.25" cat-back exhaust systems with integral Y-pipe will give you an aggressive muscle car sound. Installation is easily completed by bolting the system directly to the stock factory catalytic converters, making your Mustang 100% emission compliant. These tuned stainless steel mufflers with 4" chrome-plated stainless steel tips not only sound great but look great too.

2015-2016 MUSTANG 2.3L ECOBOOST® CAT-BACK TOURING EXHAUST SYSTEM



M-5200-M4TC* Chrome Tips

M-5200-M4TB* Black Tips



- Fits 2015-2016 Mustang 2.3L EcoBoost®
- Bolts to stock catalytic converter
- Approximately 20 lbs lighter than the factory cat-back system
- Integral Y-pipe
- 2.25" stainless steel mandrel bent cat-back tubing
- 4" stainless steel tips
- Loud aggressive sound is 50-state drive-by noise legal
- Uses stock hangers and mounts



M-5200-M4TC shown

2015-2016 MUSTANG 2.3L ECOBOOST® CAT-BACK SPORT EXHAUST SYSTEM



M-5200-M4SC* Chrome Tips

M-5200-M4SB* Black Tips



- Fits 2015-2016 Mustang 2.3L EcoBoost®
- Bolts to stock catalytic converter
- Approximately 20 lbs lighter than the factory cat-back system
- Integral Y-pipe
- 2.25" stainless steel mandrel bent cat-back tubing
- 4" stainless steel tips
- Loud aggressive sound is 49-state drive-by noise legal
- Uses stock hangers and mounts



M-5200-M4SB shown

2015-2016 MUSTANG 2.3L ECOBOOST® TOURING MUFFLER KIT



M-5230-M4TC*

- Fits 2015-2016 Mustang 2.3L EcoBoost®
- 2.25" stainless steel mandrel bent tubing
- 4" chrome-plated stainless steel tip
- Aggressive sound is 50-state drive-by noise legal
- Uses stock hangers and mounts
- Factory exhaust pipe must be cut to install clamp on Ford Racing axle back mufflers



2015-2016 MUSTANG 2.3L ECOBOOST® SPORT MUFFLER KIT



M-5230-M4SC*

- Fits 2015-2016 Mustang 2.3L EcoBoost®
- 2.25" stainless steel mandrel bent tubing
- 4" chrome-plated stainless steel tip
- Loud aggressive sound is 49-state drive-by noise legal
- Uses stock hangers and mounts
- Factory exhaust pipe must be cut to install clamp on Ford Racing axle back mufflers



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2015-2016 MUSTANG 2.3L ECOBOOST® CAT-BACK TOURING EXHAUST SYSTEM WITH GT350 EXHAUST TIPS AND LOWER VALANCE

M-5200-M4TBV*

- Fits 2015-2016 Mustang 2.3L EcoBoost®
- Bolts to stock catalytic converters
- Integral X-pipe
- 2.5" stainless steel mandrel bent cat-back tubing
- GT350 Quad Exhaust tips
- Aggressive sound is 50-state drive-by noise legal
- Uses stock hangers and mounts
- Includes rear lower GT350 valance

Proudly Made
in the
USA

NEW



2015-2016 MUSTANG 2.3L ECOBOOST® CAT-BACK SPORT EXHAUST SYSTEM WITH GT350 EXHAUST TIPS AND LOWER VALANCE

M-5200-M4SBV*

- Fits 2015-2016 Mustang 2.3L EcoBoost®
- Bolts to stock catalytic converters
- Integral X-pipe
- 2.5" stainless steel mandrel bent cat-back tubing
- GT350 Quad Exhaust tips
- Loud aggressive sound is 49-state drive-by noise legal
- Uses stock hangers and mounts
- Includes rear lower GT350 valance

Proudly Made
in the
USA

NEW



2015-2016 MUSTANG 2.3L ECOBOOST® TOURING MUFFLER KIT WITH GT350 EXHAUST TIPS AND LOWER VALANCE

M-5230-M4TBV*

- Fits 2015-2016 Mustang 2.3L EcoBoost®
- 2.5" stainless steel mandrel bent tubing
- GT350 Quad Exhaust tips
- Aggressive sound is 50-state drive-by noise legal
- Uses stock hangers and mounts
- Includes rear lower GT350 valance

Proudly Made
in the
USA

NEW



2015-2016 MUSTANG 2.3L ECOBOOST® SPORT MUFFLER KIT WITH GT350 EXHAUST TIPS AND LOWER VALANCE

M-5230-M4SBV*

- Fits 2015-2016 Mustang 2.3L EcoBoost®
- 2.5" stainless steel mandrel bent tubing
- GT350 Quad Exhaust tips
- Loud aggressive sound is 49-state drive-by noise legal
- Uses stock hangers and mounts
- Includes rear lower GT350 valance

Proudly Made
in the
USA

NEW



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2015-2016 MUSTANG

2015-2016 MUSTANG SHORT THROW SHIFTER KIT

M-7210-M8*

- Approximately 19% reduction in throw
- Increased driver feel and feedback
- Kit includes all necessary hardware and instructions to install in 2015-2016 Mustang with manual transmission (GT, 2.3L, 3.7L)
- Comes with exclusive Ford Racing 6-speed shift knob
- Requires some assembly
- Kit includes:
 - Reduced throw shifter lever with pin
 - Reverse lockout sleeve
 - M-7213-M8 6-Speed Shift Knob
 - Increased durometer bushing kit
 - Shifter body gasket
 - Shift knob jam nut
 - Thread locking compound
 - Grease
 - Installation instructions



Proudly Made in the USA



FORD RACING SHIFT KNOB 6-SPEED

M-7213-M8

A Ford Performance exclusive

- Fits stock 2015-2016 Mustang shifter and M-7210-M8 Ford Racing Short Throw Shifter
- Included in M-7210-M8 Shifter Kit
- 6-speed black shift knob with "Ford Racing" logo



Proudly Made in the USA



2015-2016 MUSTANG HIGH-PERFORMANCE CLUTCH FLUID LINE UPGRADE

M-7512-B

- Fits 2015-2016 Mustang GT with manual transmission
- Upgraded clutch fluid line for high-temperature, high-performance applications
- Strongly recommended for vehicles equipped with headers!
- Replaces factory plastic line
- Stainless steel hard line with braided stainless steel flex hose reduces line expansion
- Includes No. 10 O-rings



Proudly Made in the USA



2015-2016 MUSTANG IRS KNUCKLE KIT W/TOE BEARING

M-5970-M

- 2015-2016 IRS knuckles and hubs with M-5A460-M Toe Link Bearings installed
- Toe link bearing is also found not-installed in M-FR3A-M8 Handling Pack
- Saves time and labor by having knuckle with bearing installed
- Perfect for use with Ford Performance handling components on 2015-2016 Mustang
- Can be used in kit car IRS system and custom vehicle builds
- For kit car or custom vehicle construction, M-2300-MR Brake Kit is recommended



Proudly Made in the USA



2015-2016 MUSTANG PERFORMANCE PACK REAR TOE LINK KIT

M-5972-M

- Fits 2015-2016 Mustang
- Original equipment on Performance Pack equipped Mustang
- Delrin® lined spherical bearings prevent deflection compared to base toe link
- Kit includes two rear toe links and two toe link cam bolts



2015-2016 MUSTANG KNUCKLE TOE LINK BEARING ASSEMBLY

M-5A460-M

- Fits 2015-2016 Mustang GT and 2.3L EcoBoost®
- Integral component of the M-FR3A-M8 Handling Pack
- Replaces the rubber toe link bushing in the rear knuckle with Delrin® lined spherical bearings
- Removes suspension compliance with minimal impact to ride quality
- Improves handling, especially in power down situations
- Kit includes two bearings



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2015-2016 MUSTANG MANUAL TRANS COOLER AIR SCOOP

M-5025-M8

- Transmission cooler scoop for off-road performance driving
- Fits 2015-2016 Mustang with manual transmission
- Requires removal for engine oil change



MUSTANG SUPER 8.8" IRS RING AND PINION SET

PART NUMBER	AXLE	RING & PINION
M-4209-88355A	8.8"	3.55
M-4209-88373A	8.8"	3.73
M-4209-88409A	8.8"	4.09

- Fits 2015-2016 Mustang super 8.8" IRS center section
- Requires M-4210-B3 Mustang 8.8" Ring-Gear and Pinion Install Kit
- Made in United States in Ford's Sterling Axle plant
- OEM quality – Our superior surface finish, hardening and manufacturing consistency provide the strongest and quietest gears in the market
- **Requires aftermarket calibration if vehicle is not originally equipped with this gear ratio**

NOTE: 3.15 ratio differential not compatible with 3.31, 3.55 and 3.73 ratio gears. Use M-4204-MT or M-4204-M Differential.

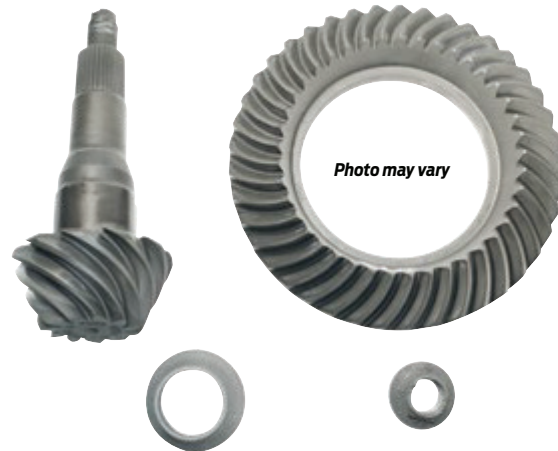


Photo may vary

SUPER 8.8" IRS RING AND PINION INSTALLATION KIT

M-4210-B3

- Fits all super 8.8" IRS axles in 2015-2016 Mustang
- Does not fit earlier 1986-2014 8.8" axles
- Bill of material:
 - OEM pinion bearings and races
 - OEM differential bearings and races
 - Pinion and differential shims
 - Crush sleeve
 - Pinion nut
 - Pinion seal
 - Ring gear bolts
 - Gear-marking compound



SUPER 8.8" RING GEAR BOLT KIT (10 PIECES)

M-4216-C

- Fits 2015-2016 Mustang IRS
- M12 x 1.25 x 26 mm
- Grade 10.9
- One-time use bolts
- Set of 10 bolts
- Recommended for use with M-4209-88373A and M-4209-88355A Super 8.8" Ring and Pinion Kits



2015-2016 MUSTANG SUPER 8.8" IRS BEARING AND SEAL KIT

M-4413-B

- Fits 2015-2016 Mustang IRS axle
- Kit includes:
 - Two inner stub shaft bearings
 - Two inner stub shaft bearing housing seals
- Recommended for use with M-4210-B3 Gear Install Kit



MUSTANG REAR DIFFERENTIAL TO SUBFRAME BUSHING KIT

M-4425-M

- Fits all 2015-2016 Mustang models
- Includes four aluminum bushing halves and two aluminum, steel and Delrin® bushings
- Replaces factory rubber mounts between subframe and differential housing
- Eliminates differential bushing compliance under vehicle loads
- Reduces wheel hop
- Recommended for use with M-5872-M Mustang Rear Subframe to Body Bushing Kit
- Component of M-5035-M Mustang Rear Subframe With Performance Bushings
- Suggested for use with M-4130-M Half Shaft Upgrade Kit
- Off-road use only

NOTE: Will transmit additional drivetrain noise to interior of vehicle.



2015-2016 MUSTANG

2015-2016 MUSTANG 8.8" TRACTION-LOK DIFFERENTIAL

M-4204-M

- Fits 2015-2016 Mustang GT, V6 and I4 with 3.31, 3.55, 3.73 and 4.09 ratio gears only
- Traction-Lok 8.8" differential
- Fits 34-spline axles
- Requires 4oz of CM-19546-A1 Friction Modifier
- For use with M-4209-88355A and M-4209-88373A Super 8.8" Gear Sets
- Use M-4210-B3 Ring and Pinion Installation Kit



2015-2016 MUSTANG GT TORSEN® DIFFERENTIAL

M-4204-MT

- Fits 2015-2016 Mustang GT, V6 and I4 with 3.31, 3.55, 3.73 and 4.09 ratio gears only
- Standard on 2015-2016 Mustang GT Performance Pack
- Fits 34-spline axles
- Torsen® T2R type differential
- Features full-time torque-sensing, torque-biasing
- Use M-4210-B3 Ring and Pinion Installation Kit



2015-2016 MUSTANG IRS LOADED DIFFERENTIAL HOUSING 3.55

M-4001-88355

- Loaded differential housing for 2015-2016 Mustang IRS
- Iron housing with aluminum cover
- Includes M-4209-88355A 3.55:1 Ratio Gear Set and M-4204-M Traction-Lok Differential
- Original equipment on 2015-2016 Mustang GT
- Custom calibration required for speedometer and shift corrections



M-4001-88373T shown

2015-2016 MUSTANG IRS LOADED DIFFERENTIAL HOUSING 3.73 TORSEN®

M-4001-88373T

- Loaded differential housing for 2015-2016 Mustang IRS
- Iron housing with aluminum cover
- Includes 3.73:1 ratio M-4209-88373A Gear Set and M-4204-MT Torsen® Differential
- Original equipment on 2015 Mustang GT Performance Pack
- Custom calibration required for speedometer and shift corrections



2015-2016 MUSTANG HALF SHAFT UPGRADE KIT

M-4130-M Half Shaft Kit (Right and Left)

M-4138-M Right Half Shaft

M-4139-M Left Half Shaft

- Fits 2015-2016 Mustang GT, V6 and I4
- Fits in place of production half shafts with no other vehicle modifications
- Severe duty serviceable CV joints with CNC billet centers
- CNC-machined from aerospace high-alloy materials
- Billet one-piece 34-spline inner and 32-spline outer stub ends
- Axle shafts feature anti-wheel-hop technology
- Built by G-Force Engineering, available only through Ford Performance
- Off-road use only
- Limited lifetime warranty on axle bars and stubs, 2-year warranty on wear components
- Warranty administered by G-Force Engineering



2015-2016 MUSTANG STREET LOWERING SPRINGS



M-5300-X

- Fits 2015-2016 Mustang GT and 2.3L EcoBoost® Coupes
- Designed to work with production struts, shocks and sway bars
- Lowers car approximately 1"
- Gives a more aggressive-looking stance, as well as increased handling dynamics, yet maintains excellent ride quality
- Highest quality manufacturing – produced by OEM spring supplier
- Includes M-5570-B Jounce Bumpers
- May cause slightly harsher ride compared to stock springs

NOTE: Please reference a Ford service manual for installation information and correct torque specifications. May require alignment after installation.



2015-2016 MUSTANG STREET SWAY BAR AND SPRING KIT



M-5700-M

- Fits 2015-2016 Mustang GT and 2.3L EcoBoost® Coupes
- Kit includes: M-5490-E Mustang Track Sway Bar Kit and M-5300-X Mustang Street Lowering Springs
- Lowers car approximately 1"
- May cause a slightly harsher ride compared to stock springs
- Gives a more aggressive-looking stance, as well as increased handling dynamics, yet maintains excellent ride quality
- Highest quality manufacturing – produced by OEM spring supplier
- Includes M-5570-B Jounce Bumpers and all sway bar mounting hardware and bushings

NOTE: Please reference a Ford service manual for installation information and correct torque specifications. May require alignment after installation.



2015-2016 MUSTANG REAR SUBFRAME WITH PERFORMANCE BUSHINGS



M-5035-M

- Complete subframe with bushings installed
- Removes compliance from rear suspension
- Improves traction and helps reduce wheel hop
- Suggested for use with M-4130-M Half Shaft Upgrade Kit
- Kit includes:
 - Rear subframe
 - M-5872-M Rear Subframe Bushing Kit
 - M-4425-M Differential Bushing Kit
- M-5872-M and M-4425-M Bushing Kits available separately for DIY installation



2015-2016 MUSTANG TRACK LOWERING SPRINGS



M-5300-Y

- Fits 2015-2016 Mustang GT and 2.3L EcoBoost® Coupes
- Component of the M-FR3A-M8 Handling Pack
- Lowers car approximately 1"
- Gives a more aggressive-looking stance with a focus on handling and on-track performance
- High-quality manufacturing – produced by OEM spring supplier
- Includes M-5570-B Jounce Bumpers
- Will cause slightly harsher ride compared to stock springs
- Designed to work with the M-18000-F Strut and Shock Kit and M-5490-E Track Sway Bar Kit

NOTE: Please reference a Ford service manual for installation information and correct torque specifications. May require alignment after installation.

- For 1" lowering springs designed for stock struts, shocks and sway bars, see M-5300-X



2015-2016 MUSTANG TRACK SWAY BAR KIT



M-5490-E

- Fits 2015-2016 Mustang GT and 2.3L EcoBoost® Coupes
- Sway bar kit designed for increased handling and performance
- Best when used with M-18000-F Struts/Shocks and M-5300-Y Springs
- Includes all mounting hardware and bushings
- Included in the M-FR3A-M8 Handling Pack

NOTE: Please reference a Ford service manual for installation information and correct torque specifications. May require alignment after installation.



2015-2016 MUSTANG REAR SUBFRAME TO BODY BUSHING KIT



M-5872-M

- Anodized aluminum bushing kit replaces factory rubber mounts between subframe and body
- Removes compliance from rear suspension
- Improves traction and helps reduce wheel hop
- Recommended for use with M-4425-M Mustang Rear Differential to Subframe Bushing Kit
- Suggested for use with M-4130-M Half Shaft Upgrade Kit
- Component of M-5035-M Mustang Rear Subframe With Performance Bushings



2015-2016 MUSTANG

2015-2016 MUSTANG STREET HANDLING PACK

M-FR3A-MA



Ford Performance Parts' assembled street handling pack provides Performance Pack and a lower, more aggressive-looking stance in a complete pre-assembled kit. No spring compressor required, strut/spring assembly is ready to bolt-in!

- Fits 2015-2016 Mustang GT and 2.3L EcoBoost® Coupes
- All components work together as a package
- Lowers car approximately 1"
- Gives a more aggressive-looking stance with a focus on handling and street performance
- Street handling pack includes:
 - Assembled front Performance Pack Struts
 - Performance Pack Rear Shocks
 - M-5300-X Street Lowering Springs
 - Performance Pack Upper Strut Mounts
 - M-5570-B Jounce Bumpers
 - Performance Pack Front and Rear Sway Bars
 - Performance Pack Rear Toe Link

NOTE: Please reference a Ford service manual for installation information and correct torque specifications. May require alignment after installation.



2015-2016 MUSTANG TRACK STRUT AND SHOCK KIT

M-18000-F



- Fits 2015-2016 Mustang GT and 2.3L EcoBoost® Coupes
- Designed specifically as part of the M-FR3A-M8 Track Handling Pack
- Designed for use with M-5300-Y Track Lowering Springs
- Track tuned by Ford Performance engineers
- Kit includes:
 - M-FR3A-M8 Track Front Dampers
 - M-FR3A-M8 Track Rear Shocks
 - Front strut top mounts
 - Front strut spring mounts
 - Threadlock

NOTE: Please reference a Ford service manual for installation information and correct torque specifications. May require alignment after installation.

2015-2016 MUSTANG JOUNCE BUMPER AND HARDWARE PACK

M-5570-B



- Fits 2015-2016 Mustang GT and 2.3L EcoBoost®
- Includes installation hardware
- Included in the M-5300-X and M-5300-Y Spring Kits as well as M-FR3A-M8 and M-FR3A-MA Handling Packs





2015-2016 MUSTANG TRACK HANDLING PACK M-FR3A-M8*



Ford Performance Parts' assembled track handling pack includes pre-assembled struts. No spring compressor required, strut/spring assembly is ready to bolt-in! Put a little "road race" into your Mustang with Ford Performance's handling pack. Tuned to deliver improved handling.

- Fits 2015-2016 Mustang GT and 2.3L EcoBoost® Coupes
- All components are designed to work together as a package
- Lowers car approximately 1"
- Gives a more aggressive-looking stance with a focus on handling and on track performance
- Handling pack includes:
 - M-18000-F Assembled Front Struts and Rear Shocks
 - M-5300-Y Track Lowering Springs
 - Performance Pack upper strut mounts
 - M-5570-B Jounce Bumper Kit
 - M-5490-E Sway Bar Kit
 - Performance Pack rear toe links
 - M-5A460-M Toe Link to Knuckle Bearings
- All components available separately
- Will cause slightly harsher ride compared to stock springs

NOTE: Please reference a Ford service manual for installation information and correct torque specifications. May require alignment after installation.

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2015-2016 MUSTANG

2015-2016 MUSTANG DRIVESHAFT LOOP

M-5478-6M

- Similar to M-5478-CJ Cobra Jet Driveshaft Loop
- Meets most drag racing sanctioning body requirements
- Contains driveshaft in the event of front U-joint breakage
- Fits 2015-2016 Mustang with **one-piece driveshaft only!**



2015-2016 MUSTANG STRUT TOWER BRACE

M-20201-M

- Fits 2015-2016 Mustang GT 5.0L and 2.3L EcoBoost®
- Stamped steel beam design. Kit includes rear cowl brace and hardware
- Black powdercoated brace with stainless steel Ford Racing emblem

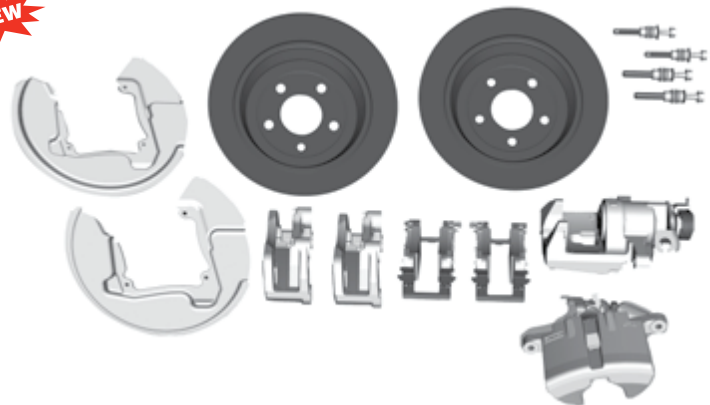
NOTE: Does not fit 2015-2016 Mustang GT with Ford Performance supercharger or 3.7L V6.



2015-2016 MUSTANG REAR BRAKE KIT

M-2300-MR

- Kitted for use on custom vehicle builds
- Original equipment on Mustang GT
- Includes vented rear rotors, calipers, mounting brackets and all necessary hardware for installation
- For kit car or custom vehicle construction, M-5970-M IRS Knuckle Kit is recommended



2015-2016 MUSTANG PERFORMANCE PACK 6-PISTON FRONT BRAKE KIT

M-2300-V

- Fits 2015-2016 Mustang GT and 2.3L EcoBoost®
- Original equipment on 2015 Mustang Performance Package
- 15" vented brake rotors and Brembo® satin black 6-piston aluminum calipers
- Includes production brake pads, dust shields and installation hardware
- Requires M-1007-M199B, M-1007-M199S, M-1007-M199SA, M-1007-M199DS Ford Performance wheels or equivalent for caliper clearance



2015-2016 MUSTANG "FORD PERFORMANCE" WINDSHIELD BANNER

M-1820-MB

- Fits 2015-2016 Mustang
- Die-cut white lettering that will adhere to a properly prepared windshield
- 48" long banner with 2" tall "FORD PERFORMANCE"



2015 MUSTANG "FORD RACING" LOGO RECARO SEAT (SET)

M-63660005-MD

- Fits 2015 Mustang GT, V6 and I4 except convertibles
- Similar to optional Recaro sport seat found in the 2015 Mustang GT
- This seat is equipped with an integrated headrest, seat belt pass-through openings and enhanced shoulder, back and thigh area bolsters
- Features an embroidered "Ford Racing" logo on front of seat back
- Black leather 4-way manual adjustment (driver); 2-way manual adjustment (passenger)
- Includes original equipment air bags and OCS sensor
- Manufactured for Ford Performance by Recaro
- Sold as a pair



2015-2016 MUSTANG FENDER COVERS

M-1822-M

- Protect your 2015-2016 Mustang paint job from scratches with this molded plastic, sturdy and slip-resistant front fender cover
- Includes left and right fender covers
- Similar to fender covers used at the Flat Rock Assembly Plant, home of the Mustang
- Blue



2015-2016 MUSTANG "FORD RACING" LOGO FLOOR MATS

M-13086-MB

- Fits 2015-2016 Mustang
- Constructed with 18oz nylon with PVC backing
- Factory style anti-slide hook hole and bottom grip knobs
- Black mats with 3-color "Ford Racing" logo
- Kit contains one pair front floor mats



2015-2016 MUSTANG DECK LID TRIM PANEL

M-16600-M

Customize the appearance of the rear of your 2015-2016 Mustang with the Ford Performance deck lid trim panel. This is the production trim panel that is pulled from the production process before the mounting holes for the Horse or GT badges are placed in the part. The part is finished in gloss black. This is the perfect "blank canvas" to create a special custom look for any 2015-2016 Mustang. The provision for the rear-mounted camera is retained.

- Fits all 2015-2016 Mustang models
- Includes complete deck lid trim panel



FORD PERFORMANCE 2015-2016 MUSTANG WHEELS

2015-2016 MUSTANG GT 19" X 9" AND 19" X 9.5" PERFORMANCE PACK WHEEL SET WITH TPMS KIT



- M-1007K-M19XB** Matte Black
- M-1007K-M19XS** Sparkle Silver

- Fits 2015-2016 Mustang
- Clears Performance Pack brakes
- Paint finish, clear-coated to OEM standards
- Includes 19" x 9.5" M-1007-M1995S and M-1007-M1995B Rear Wheels and 19" x 9" M-1007-M199S and M-1007-M199B Front Wheels
- Includes Mustang center caps
- Includes M-1180-B Sensors and Activation Tool Kit
- 5-lug, 114 mm (4.5") bolt circle
- 52.5 mm offset on 19" x 9.5" wheel and 45 mm offset on 19" x 9" wheel
- 186 mm backspacing on 19" x 9.5" wheel and 172 mm backspacing on 19" x 9" wheel



M-1007K-M19XB
Matte Black shown

2015-2016 MUSTANG ECOBOOST® 19" X 9" PERFORMANCE PACK WHEEL SET WITH TPMS KIT



- M-1007K-M199DS** Dark Stainless
- M-1007K-M199S** Sparkle Silver

- Fits 2015-2016 Mustang
- Clears Performance Pack brakes
- Paint finish, clear-coated to OEM standards
- Same styling as 2015 Mustang EcoBoost® I4 Performance Pack with unique Ford Performance paint finish
- Includes Mustang center cap
- Includes M-1180-B TPMS Sensor and Activation Tool Kit
- 19" x 9" wide
- 5-lug, 114 mm (4.5") bolt circle
- 45 mm offset
- 172 mm backspacing



M-1007K-M199DS
Dark Stainless shown

2015-2016 MUSTANG GT PERFORMANCE PACK FRONT WHEEL 19" X 9"



- M-1007-M199B** Matte Black
- M-1007-M199S** Sparkle Silver

- Fits 2015-2016 Mustang
- Paint finish, clear coated to OEM standards
- Same styling as 2015 Mustang GT Performance Pack with unique Ford Performance paint finish
- Includes Mustang center cap
- Clears Performance Pack 6-piston brakes
- See M-1007-M1995B and M-1007-M1995S for 9.5" wide version
- Use with M-1180-B TPMS Sensor and Activation Tool Kit
- Valve stem TPMS compatible
- 19" x 9" wide
- 5-lug, 114 mm (4.5") bolt circle
- 45 mm offset
- 172 mm backspacing



M-1007-M199S
Sparkle Silver shown

2015-2016 MUSTANG GT PERFORMANCE PACK REAR WHEEL 19" X 9.5"



- M-1007-M1995B** Matte Black
- M-1007-M1995S** Sparkle Silver

- Fits 2015-2016 Mustang
- Paint finish, clear coated to OEM standards
- Same styling as 2015 Mustang GT Performance Pack with unique Ford Performance paint finish
- Includes Mustang center cap
- Clears Performance Pack 6-piston rear brakes
- See M-1007-M1995B and M-1007-M1995S for 9" wide version
- Use with M-1180-B TPMS Sensor and Activation Tool Kit
- Valve stem TPMS compatible
- 19" x 9.5" wide
- 5-lug, 114 mm (4.5") bolt circle
- 52.5 mm offset
- 186 mm backspacing



M-1007-M1995B
Matte Black shown

2015-2016 MUSTANG ECOBOOST® PERFORMANCE PACK WHEEL 19" X 9"



- M-1007-M199DS** Dark Stainless
- M-1007-M199SA** Sparkle Silver

- Fits 2015-2016 Mustang
- Same styling as 2015 Mustang EcoBoost® I4 Performance Pack with unique Ford Performance paint finish
- Paint finish, clear coated to OEM standards
- Includes Mustang center cap
- Clears Performance Pack 6-piston brakes
- Works with M-1180-B TPMS Sensor and Activation Tool Kit
- Valve stem TPMS compatible
- 19" x 9" wide
- 5-lug, 114 mm (4.5") bolt circle
- 45 mm offset
- 172 mm backspacing



M-1007-M199SA
Sparkle Silver shown

2015-2016 MUSTANG TPMS SENSORS AND ACTIVATION TOOL KIT



M-1180-B

- Fits 2015-2016 Mustang
- Kit contains four valve-mounted snap-in tire pressure monitor sensors (valve stem TPMS) and tire pressure monitor activation tool
- Mustang requires that tire pressure monitor sensors are installed and properly activated
- Failure to install and activate sensors will cause tire pressure monitor light to remain on
- Activation tool can be used to retrain sensors after tire rotation
- Warning: Requires wheels specifically designed for valve-mounted snap-in tire pressure monitor sensors

NOTES:

- Will NOT work on 2007-2014 Mustang V6, GT or GT500.
- Valve stems are not designed for speeds over 155 mph.



2005-2014 MUSTANG

2011-2014 MUSTANG GT POWER UPGRADE PACKAGE

M-FR1-MGTB*

- Fits 2011-2014 Mustang GT
- For 2005-2009 Mustang GT, see M-FR1-MGTI; for 2010 Mustang GT, see M-FR1-MGTA
- Approximate peak increase of 16 hp and 7 lb-ft on 93 octane fuel
- Up to 60 lb-ft increase @ 1500 rpm!
- Skip-shift disable (2011-2012 only, not necessary on 2013-2014 models)
- Kit includes:
 - Ford Performance ProCal tool with performance calibration
 - M-9601-MGT 2011-2014 Mustang GT High-Flow K&N / Ford Performance Air Filter
 - M-5230-MGTCA1 2011-2014 Mustang GT Muffler Kit (50 State)
 - CM-6731-FL820 High Performance Oil Filter
- Premium (91 octane or higher) fuel only
- **Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase**
- **Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Performance Distributor**
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only
- Unlike many of our competitors, this Ford Performance Power Upgrade Package is 50-state emissions legal and eligible for limited warranty when installed by a Ford or Lincoln Dealer
- Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle



2005-2009 MUSTANG GT POWER UPGRADE PACKAGE

M-FR1-MGTI

- Fits 2005-2009 Mustang GT with manual or automatic transmission. For 2010 Mustang GT, see M-FR1-MGTA. For 2011 Mustang GT, see M-FR1-MGTB
- Approximate increase of 20 peak hp over stock
- Kit includes:
 - Ford Performance ProCal tool with performance calibration for significantly improved throttle response and performance feel
 - M-9603-GTB 2005-2009 Mustang GT Cold-Air Kit with Performance Calibration
 - M-5230-S 2005-2009 Mustang GT Muffler Set
 - CM-6731-FL820 High Performance Oil Filter
- Utilizes production quality components which mount in the stock location. The high-flow molded plastic bucket features a painted "Ford Performance" logo with unique clean-air tube which provides an enhanced intake sound
- Premium (91 octane or higher) fuel only
- **Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase**
- **Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Performance Distributor**
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only
- Unlike many of our competitors, this Ford Performance Power Upgrade Package is 50-state emissions legal
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2005-2009 MUSTANG V6 POWER UPGRADE PACKAGE

M-2007-FR1V6*

- Fits 2005-2009 Mustang V6 with manual or automatic transmission. For 2010 V6 Mustang, see M-FR1-MV6
- Approximate increase of 15 peak hp and up to 17 lb-ft over stock
- Kit includes:
 - Ford Performance ProCal tool with performance calibration for significantly improved throttle response and performance feel
 - M-9603-V605 2005-2009 Mustang V6 Cold Air Kit With Performance Calibration
 - M-5230-V6 2005-2009 Mustang V6 Dual Exhaust Kit (50 State)
 - CM-6731-FL820 High Performance Oil Filter
- Utilizes production quality components which mount in the stock location. The high-flow molded plastic bucket features a painted "Ford Performance" logo with unique clean-air tube which provides an enhanced intake sound
- Premium (91 octane or higher) fuel only
- **Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase**
- **Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Performance Distributor**
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only
- Unlike many of our competitors, this Ford Performance Power Upgrade Package is 50-state emissions legal
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*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2005-2014 MUSTANG

2011-2014 MUSTANG GT FORD PERFORMANCE CALIBRATION WITH HIGH-FLOW K&N AIR FILTER

M-9603-MGTB*

- Fits 2011-2014 Mustang GT
- For 2005-2009 Mustang GT, see M-9603-GTB; for 2010 Mustang GT, see M-9603-MGT
- Approximate peak increase of 16 hp and 7 lb-ft on 93 octane fuel
- Up to 60 lb-ft increase @ 1500 rpm!
- Eliminates "skip-shift" on 2011-2012 manual transmission applications
- Kit includes:
 - Ford Performance ProCal tool with performance calibration
 - M-9601-MGT 2010-2014 Mustang GT High-Flow K&N / Ford Racing Air Filter
 - Premium (91 octane or higher) fuel only
- **Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase**
- **Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Performance Distributor**
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only
- Unlike many of our competitors, this Ford Performance Power Upgrade Package is 50-state emissions legal and eligible for limited warranty when installed by a Ford or Lincoln Dealer
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2007-2009 MUSTANG SVT 5.4L 4V COLD AIR TUNER KIT (CALIBRATION REQUIRED)

M-9603-M54SC

- Fits 2007-2009 Mustang SVT
- Designed for those that want the Ford Performance intake for aftermarket performance tuning/calibration
- Kit comes with hardware only! Calibration not included! Kit intended for aftermarket calibrator
- Ford Performance cold air kits utilize production quality components which mount in the stock location (reuse of mass air meter sensor required)
- Kit includes 113 mm mass air meter and no calibration
- For replacement air filter element, see M-9601-D
- **A performance calibration is necessary to prevent engine damage. Calibration not included!**



2007-2009 MUSTANG SVT 113 MM COLD AIR KIT

M-9603-SVT07

- Fits 2007-2009 Mustang SVT
- Approximate increase of 40 hp / 30 lb-ft over stock
- Kit includes:
 - Ford Performance ProCal tool with performance calibration for significantly improved throttle response and performance feel. A certified pre-owned ProCal tool may be provided
 - 113 mm mass air sensor housing
 - M-9601-D Disposable Air Filter Element
- Premium (91 octane or higher) fuel only
- **Due to multiple calibrations, online registration is required to receive ProCal tool after purchase**
- **Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Performance Distributor**
- Engine calibrations are developed and supported for U.S. and Canadian vehicles only
- Unlike many of our competitors, this Ford Performance Power Upgrade Package is 50-state emissions legal
- Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle



5.0L COBRA JET COLD AIR KIT

M-9603-M50CJ

- Fits 2011-2014 Mustang GT and 2012-2013 BOSS 302 with M-9424-M50CJ Cobra Jet 5.0L Intake Manifold
- Intake manifold requires M-9926-MSVT, M-9926-CJ65 or M-9926-SCJ Throttle Body
- High-flow filter, high-flow molded plastic air filter bucket and unique clean-air inlet tube with "Ford Racing" logo
- 102 mm air inlet diameter
- Design based on 5.0L NA Cobra Jet race car
- 2013-2014 Mustang GT heat extractor may allow drainage of water onto air filter. Modify as necessary
- **Calibration is necessary to prevent engine damage! Calibration not included!**

NOTE: CJ inlet tube does not have provisions for aspirator tube hookup common to automatic transmission equipped 2011-2014 Mustang GT.



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2005-2009 MUSTANG GT COLD AIR KIT WITH PERFORMANCE CALIBRATION

M-9603-GTB

- Fits 2005-2009 Mustang GT, with manual or automatic transmission. For 2010 Mustang GT, see M-9603-MGT
- Approximate increase of 20 hp over stock
- Kit includes:
 - Ford Performance ProCal tool with performance calibration for significantly improved throttle response and performance feel
 - M-9601-B Disposable Air Filter Element
 - A certified pre-owned ProCal tool may be provided
- Utilizes production quality components which mount in the stock location. The high-flow molded plastic bucket features a painted "Ford Racing" logo with unique clean-air tube which provides an enhanced intake sound
- Premium (91 octane or higher) fuel only
- **Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase**
- **Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Performance Distributor**
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only
- Unlike many of our competitors, this Ford Performance Power Upgrade Package is 50-state emissions legal
- Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle



2005-2009 MUSTANG GT 4.6L 3V COLD AIR TUNER KIT (CALIBRATION REQUIRED)

M-9603-M463 Fits 2005-2009 Mustang GT 4.6L 3V

M-9603-M40 Fits 2005-2009 Mustang V6 4.0L

- Works with manual or automatic transmission
- Designed for those that want the Ford Performance cold air intake for aftermarket performance tuning/calibration
- Kit comes with hardware only! Calibration not included! Kit intended for aftermarket calibrators
- Ford Performance cold air kit utilizes production quality components which mount in the stock location. The higher flowing molded plastic bucket features a painted "Ford Racing" logo with unique air tube providing an enhanced intake sound and 85 mm mass air flow sensor housing (reuse of mass air flow sensor required)
- For replacement air filter element, see M-9601-B
- **Calibration is necessary to prevent engine damage! Calibration not included!**



2005-2009 MUSTANG V6 COLD AIR KIT WITH PERFORMANCE CALIBRATION

M-9603-V605

- Fits 2005-2009 Mustang V6 with manual or automatic transmission. For 2010 Mustang V6, see M-9603-MV6
- Approximate increase of 12 peak hp / up to 13 lb-ft over stock
- Kit includes:
 - Ford Performance ProCal tool with performance calibration for significantly improved throttle response and performance feel. A certified pre-owned ProCal tool may be provided
 - M-9601-B Disposable Air Filter Element
- Utilizes production quality components which mount in the stock location. The high-flow molded plastic bucket features a painted "Ford Racing" logo with unique clean-air tube which provides an enhanced intake sound
- Premium (91 octane or higher) fuel only
- **Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase**
- **Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Performance Distributor**
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only
- Unlike many of our competitors, this Ford Performance Power Upgrade Packages is 50-state emissions legal
- Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle



2005-2014 MUSTANG

REPLACEMENT FILTERS

2010-2014 MUSTANG GT AND 2011-2014 V6 HIGH-FLOW K&N/ FORD AIR FILTER

M-9601-MGT

K&N 4 ply panel washable air filter

- Fits stock 2010-2014 Mustang GT air-box. **Will NOT fit 2005-2009**
- Fits stock 2011-2014 Mustang V6 air-box. **Will NOT fit 2005-2010**
- Fits stock 2012-2013 Mustang BOSS 302
- Flows approximately 22% more than stock filter at 1.5" H₂O delta pressure
- Co-engineered by K&N and Ford Performance
- Does not require PCM recalibration



2007-2009 MUSTANG SVT COLD AIR AND SUPERCHARGER UPGRADE KIT REPLACEMENT AIR FILTER

M-9601-D

- Replacement air filter for M-9603-SVT07 2007-2009 Mustang SVT 113 mm Cold Air Kit and M-6066-SGT Supercharger Upgrade Kit



2005-2009 MUSTANG GT/V6 COLD AIR KIT DISPOSABLE HIGH-FLOW AIR FILTER REPLACEMENT

M-9601-B

- Replacement disposable air filter for Ford Racing M-9603-GTB 2005-2009 Mustang GT Cold Air Kit and M-9603-V605 2005-2009 Mustang V6 Cold Air Kit
- Original equipment replacement air filter for 2008-2009 Mustang Bullitt. Not for use with stock 2005-2010 Mustang GT or V6 air-box



AIR FILTER ELEMENT

M-9601-C

- Service replacement air filter for M-9603-GT06 Cold Air Kit



ProCal

PERFORMANCE CALIBRATIONS



ProCal is included in select Cold Air Kits, Power Upgrade Packages, and Supercharger Kits.

Ford Performance Calibrations are engineered to generate optimal horsepower and torque, while delivering:

- *Engine Durability*
- *Exceptional Drivability*
- *50-State Emissions Compliancy*

ProCal Tool - New and Improved!

- Enhanced features: now accepts input for axle ratio and tire size
- Easy-to-read display
- Step-by-step calibration loading instructions
- OBD II diagnostic code display capability

Trust Ford Performance's ProCal to unlock your vehicle's potential without putting your powertrain at risk.



FORD **PERFORMANCE**



DYNAMOMETER TESTING AND FORD PERFORMANCE CALIBRATIONS

A question we at Ford Performance Parts are often asked is “Why do certain companies claim to make more power with their power upgrade kits than you do with your kits?” To address that question properly, it is necessary to understand some of the intricacies of chassis dynamometer testing, as well as some of the compromises that must be made in order to simultaneously meet our standards for performance, emissions, durability and safety.

CHASSIS DYNAMOMETER TESTING

There are two main types of chassis dynamometers (dynos) in widespread use today.

- An inertia dyno uses a large spinning drum that is accelerated by the drive wheels of the test vehicle. Power is then computed by knowing the inertia of the drum and how quickly it was accelerated. Torque can then be calculated by knowing the speed of the drum.
- An eddy-current dyno absorbs and measures power by rotating a metallic disc through a magnetic field.



Without getting into which dyno is more “correct” under what conditions, and why, we will simply say that these two types of dynos typically do not always give the same result even with all else being equal. It is generally not possible to accurately compare numbers from one type of dyno with those from the other type of dyno. Each type of dyno has its own advantages and disadvantages, but as long as all the tuning work is done on the same type of dyno, it doesn’t really matter which one is used.

With any dyno testing there is a need for correction factors that are applied to the raw numbers the dyno actually measures. These correction factors are an attempt to correct for varying atmospheric conditions such as humidity, barometric pressure and air temperature. The two most common standards are SAE J1349 and SAE J607 (sometimes known as “STD” on some dynos). How correction factors are calculated is given in the “Crate Engine” section of this catalog. For this article, understand that these correction factors will give results that are different from each other, with SAE J1349 typically about 4% lower than SAE J607. OEMs will almost always quote J1349 corrected numbers when advertising horsepower and torque. Some “tuning” shops will report STD numbers because they are always higher than SAE. Be sure to ask which correction factor is being used when comparing dyno numbers!

Whenever comparing dyno results, always be sure that the numbers are corrected to the same standard. Despite these correction factors, atmospheric conditions can play an additional role in terms of ignition timing. The correction factors account only for the change in the density of the air due to atmospheric conditions and cannot account for things like engine borderline spark sensitivity. As inlet air temperature increases, the PCM will generally retard spark to prevent detonation using the particular octane of fuel for which it was calibrated. Correction factors cannot account for this because different engine designs can have different spark sensitivity and different

sensitivity of torque relative to ignition timing. Basically this means that the closer the actual conditions are to the SAE J1349 standard (77 deg F inlet air, 29.31 inHg barometric pressure), the more comparable the results are to those quoted by the manufacturer. Unless otherwise explicitly stated, **all horsepower numbers in the Ford Performance catalog have been determined by using the SAE J1349 standard.**

When testing a particular calibration or performance-enhancing part by performing back-to-back dyno runs, it is critical to keep test conditions as similar as possible between the runs. This sounds obvious, but is very commonly overlooked by many aftermarket companies who frequently publish dyno charts depicting large gains, but fail to give all the necessary data to show the tests were run under similar conditions. In order to be certain that the test conditions are as similar as possible, the following data is mandatory and needs to be collected for each run:

- Ambient air temperature
- Barometric pressure
- Inlet air temperature (on a forced-induction car, this is usually downstream of the power adder)
- Air/fuel (A/F) ratio (preferably upstream of any catalyst)

Truly meaningful power numbers cannot be collected without this data!

It is also a good idea to make sure the A/F ratio sensor (often called a “wideband” sensor) in use on the dyno has not been exposed to leaded fuel and has not been in service for an excessive period of time (greater than six months, depending on frequency of use). A/F ratio is the single most important parameter to measure accurately when doing any sort of dyno tuning, so it is critical the sensor is providing accurate information. When doing any PCM calibration on a dyno, **the resulting calibration will only be as good as the A/F sensor.**

These additional inputs should be used for ideal dyno testing and calibration:

- Air/fuel ratio and spark advance commanded by the PCM
- Fuel injector pulsewidth
- Fuel pump duty cycle (in the case of ERFS)
- MAF sensor voltage
- Fuel pressure
- Engine oil temperature
- Differential oil temperature



DYNAMOMETER TESTING AND FORD PERFORMANCE CALIBRATIONS (continued...)

How drivetrain affects wheel horsepower:

Most chassis dyno tests are performed using the “roll-on” method, where the vehicle’s drive wheels are accelerated in a particular gear from a low speed to a high speed (generally to the rev limit of the engine) in one continuous sweep. Because of this constant acceleration, engine and transmission inertia, drive wheel inertia, tire characteristics, gear ratio and axle ratio can all affect the final measured horsepower. Generally a heavier wheel will take more torque to accelerate at the same rate as a lighter wheel, so heavier wheels will tend to reduce the measured wheel horsepower. Gear ratio comes into play because as the gear ratio strays from a 1:1, the efficiency drops and therefore the measured horsepower at the wheels also drops. This is why most dyno runs are run in the 1:1 gear (i.e., 4th gear in a 5-speed overdrive transmission) whenever possible. The same logic applies to axle ratio as well, which means that **changing nothing but axle ratio can have an effect on measured wheel horsepower**. Remember, this does NOT change brake (flywheel) horsepower, only the delivered wheel horsepower due to the change in drivetrain efficiency. When comparing dyno numbers, be sure the wheels, tires, gear ratio and gear, as well as all the other parameters previously mentioned, are the same from run to run!

How calibration can cause misleading dyno results:

Production calibrations have an inferred catalyst temperature protection model which constantly calculates the temperature in the hottest part of the hottest catalyst. This calculated temperature is based on many PCM parameters, such as engine speed, load, ingested air mass, time, inlet air temperature, EGR flow rate and many others.

When the catalyst model calculates that the catalyst temperature is about to exceed a level that is safe for the catalyst (generally around 1650 deg F), the PCM will richen the A/F mixture as necessary to lower the exhaust gas temperature and cool the catalyst. This richened A/F ratio will decrease power output, but is absolutely necessary to keep the catalyst from being permanently damaged. Unless A/F ratio is monitored during a dyno pull, the dyno operator will have no idea when catalyst temperature protection has been invoked and can make erroneous conclusions with regard to power output.

As a trivial example of how this can affect dyno testing, consider a supercharged production vehicle with production calibration performing back-to-back runs under identical conditions except as noted. The car is driven to a dyno facility and immediately put on the dyno and a run is performed, yielding a result of 420 hp. In this example, A/F ratio is not monitored. A part is swapped for another “high-performance” part and another dyno run is performed, resulting in 430 hp. The dyno operator concludes the “high-performance” part is worth 10 hp. This is not accurate because when the car was first dyno tested, its catalysts were sufficiently hot that catalyst temperature protection was invoked during the dyno pull which reduced power output by richening the A/F ratio. While the car was having the parts swapped, the catalysts cooled down enough that during the next dyno pull catalyst temperature protection was not invoked. The engine made more power on the second pull because it was running a leaner A/F ratio closer to optimal and not necessarily because of the “high-performance” part. If the dyno operator was monitoring A/F ratio, this would have been readily apparent.

If the operator was monitoring the A/F ratio commanded by the PCM, the activation of catalyst temperature protection would become self-evident. In this example, the erroneous conclusion that was reached suggested the “high-performance” part was worth 10 hp when it really wasn’t, but the opposite can also occur quite easily. Without covering every possible scenario, it will suffice to say that dyno numbers are ONLY meaningful when supporting data such as A/F ratio, inlet air temperature and the others listed above are also provided.

There is also a model for oxygen sensor protection and exhaust valve protection that when not taken into account can cause misleading dyno data. In general, exhaust temperatures greater than about 1650 deg F can damage exhaust valves, and extreme care is taken in production calibrations to ensure that sustained engine operation beyond that temperature does not occur. This is rarely an instantaneous failure but rather one that over time “tulips” the exhaust valves and ultimately will fail the engine.

Aftermarket cold air kit manufacturers that claim to work without the need of a PCM recalibration are a common source of misleading dyno power claims. Some of the manufacturers of these kits claim enormous power gains using nothing but their kit and a production calibration. Most of these claims are not supported with A/F, inlet temperature or spark advance traces during the dyno pulls that are shown in their advertising. In some cases, the apparent increase in power is due to differing dyno test conditions as mentioned previously, while in other cases they can be due to the fact that the MAF sensor transfer function in the PCM is left stock. If the cold air kit flows more air and the MAF transfer function in the PCM is stock, it will not “know” about the extra air that’s entering the engine. This will result in the engine running an A/F ratio that is leaner than it should be for engine durability. While this has the potential to produce more power, it can also be potentially damaging to catalysts, exhaust valves, piston rings and other engine components. The commanded spark advance can also be incorrect and result in detonation or pre-ignition with potentially catastrophic results. One should be very suspect if a particular cold air kit claims a huge power increase over stock at low engine rpm and without a calibration.

Air inlet restrictions generally only become significant at higher airflows, so if a claim is made that a cold air kit increases torque at 2000 rpm without the aid of a calibration, you can be sure that varying dyno test conditions or a significant change in A/F ratio are the cause.

Ask for more supporting data!

Similar misleading results can be caused by a failure to keep inlet air temperature constant between runs. The PCM will retard spark timing to prevent detonation as inlet air temperature increases, lowering power output. On a forced-induction car, the inlet air temperature is generally measured after the power adder (and after the intercooler, if applicable) and can be MUCH greater than ambient temperature. Careful monitoring of A/F ratio and inlet air temperature are critical to making accurate conclusions regarding the effectiveness of various high-performance parts.

Secondary factors that also affect measured wheel horsepower are engine oil temperature, differential oil temperature, humidity, etc. **It simply cannot be overstated that all conditions need to be as similar as possible between dyno runs in order to have a meaningful scientific conclusion, which requires the supporting data previously discussed.**

FORD PERFORMANCE CALIBRATIONS

The calibrations that Ford Performance provides for our cold air and supercharger kits are done by Ford engineers who, in many cases, worked on the actual production vehicles. No one is more familiar with Ford engines and Ford control systems than Ford engineers. Extreme care is taken to provide as much power and torque as can be safely delivered, but also to deliver extremely high durability and exceptional drivability. Most of our kits are also 50-States Emissions Legal and many are now even offered with a warranty when dealer installed.



Most aftermarket tuners other than Ford Performance do a few “tricks” that we do NOT recommend, such as:

- **Turning off the inferred catalyst, oxygen sensor and exhaust valve temperature protection logic** discussed in the previous section. This prevents the PCM from richening the A/F ratio to protect these components which can result in more power under certain conditions. The downside is **drastically** decreased durability of these expensive components, which can result in the “check engine light” coming on, as well as increased exhaust emissions due to failed catalytic converters. Ford Performance does not compromise durability or emissions by turning off this calibration logic.
- They often advance spark timing to potentially unsafe levels. We test our calibrations in a wind tunnel and in hot, dry weather to verify that potentially damaging spark knock or catastrophic pre-ignition does not occur. We also do cold weather and altitude testing as well as extensive emissions and durability testing on several vehicles before we release a calibration to the customer. Most other companies do not have the time or the resources to do the same type of testing that we do. Some companies do not realize that they need to perform this type of testing in the first place!

DYNAMOMETER TESTING AND FORD PERFORMANCE CALIBRATIONS (continued...)

Automatic transmission calibration is an area where Ford Performance sets itself apart from other “tuners.” We generally make extensive calibration changes to not only improve shift quality and give the transmission a more performance-oriented feel, but take great care to ensure that durability is not compromised to levels we feel would be unacceptable to a customer. In development, we monitor things like clutch slip times, slip energies, band temperatures and other variables to make calibration changes as appropriate so that the customer can be sure of a quality product that will continue to deliver improved performance in the long term. As mentioned before, these changes are performed by the same engineers who designed and developed the vehicles in the first place, and who are more familiar than anyone with their performance and durability envelopes.

Many of our competitors develop their calibrations exclusively on a chassis dyno and go straight from there to the end customer. While dyno work is a critical part of the development process, it is only one piece of a very complex puzzle. Calibrating for wide open throttle (WOT) is generally simple, but the bulk of the calibration effort is getting the part (and closed) throttle drivability correct. Our calibrations are developed not only on the dyno, but also on the street for production (or better) quality drivability, and across many vehicles to allow for manufacturing tolerances. Varied driving conditions, constant data monitoring and long-term testing ensure consistent drivability and exceptional durability.

In recent years, cars and trucks have shifted toward electronic throttle control (ETC) or “drive-by-wire” systems for packaging, cost and enhanced calibration functions. Ford Performance calibrations for ETC vehicles take advantage of some of the increased functionality offered by these systems by changing the relationship between the pedal and the throttle for improved “performance feel.” This allows us to provide substantial improvements in “performance feel” even on the kits where the peak horsepower increase might be considered modest by some. The peak power numbers do not always tell the whole story.

Why some companies claim to make more power:

Some claims are due to poor and misleading dynamometer test practices, as well as a fundamental lack of understanding of the way Ford PCMs work. Others are genuine but at the expense of engine, catalyst or drivetrain durability and emissions.

Hopefully, this article gives you the tools necessary to determine what is real dyno horsepower, manipulated false horsepower and temporary horsepower waiting to cause a failure. We are confident that as a potential customer you will agree that no one knows your car or truck better than the Ford engineers who designed it in the first place. Our kits offer the best blend of performance, durability and drivability that exist on the market today.



REAL POWER. REAL PERFORMANCE. REAL SUBSTANCE. TRACKEY. INDUSTRY-FIRST TECHNOLOGY.

2012-2013 BOSS 302 TRACKEY FLASH M-14204-MBTKA



TrackKey is a 50-state legal aftermarket engine performance software upgrade for the 2012-2013 BOSS 302 and BOSS 302 Laguna Seca. It is not compatible with any other vehicle.

TrackKey is sold and installed exclusively through U.S. and Canadian Ford and Lincoln Dealers. Special equipment and training is required to install TrackKey.

TrackKey has been designed to optimize BOSS 302 for track use and uses many of the same software algorithms and features employed in some of our Ford Performance turn-key race cars, such as the BOSS 302R, BOSS 302S, and Cobra Jet. In addition, TrackKey also allows you to maintain the smooth drivability of the production car just by switching ignition keys.

Whenever the TrackKey is used to start the vehicle, many engine control characteristics are changed to be more suitable for track use. These include:

- Twin Independent Variable Cam Timing (Ti-VCT)
- Engine braking
- Ignition timing
- Wide-Open Throttle fueling
- Accelerator pedal map
- Idle speed
- Throttle response
- Skip-shift disable (Available for 2012 BOSS 302, not necessary on 2013 model)

In addition, the following features are unique to TrackKey:

- Driver adjustable Launch Control, or "2-step engine speed limiting"
- Driver adjustable Pit Lane Speed Control
- Lopey idle

This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

Federal and state laws prohibit any person from installing aftermarket add-on or modified emissions-related parts, which includes TrackKey, prior to the sale and delivery of a new motor vehicle to the ultimate purchaser.



TRACKEY

for 2015-2016
MUSTANG GT and MUSTANG GT350

AVAILABLE IN 2016



2005-2014 MUSTANG

CALIBRATION TRACK CAL AND TRACKKEY MUSTANG GT 2013-2014

M-14204-MGTTC* Track Cal

M-14204-MGTTKA* TrackKey

TrackKey and Track Cal are Ford Performance exclusive calibrations that provide added functionality to 2013-2014 Mustang GTs with manual transmission. TrackKey is also available for 2012-2013 BOSS 302.

Both calibrations include these exclusive features:

- Driver adjustable Launch Control or “2-step engine speed limiting”
- Driver adjustable Pit Lane Speed Control
- Lopey idle
- Improved engine performance – Up to 60 lb-ft @ 1500 rpm & peak increases of 16 hp and 7 lb-ft on 93 octane fuel

TrackKey or Track Cal – Which is right for me?

TrackKey provides the customer a unique key that activates the calibration once it has been installed. TrackKey is sold and installed exclusively through U.S. and Canadian Ford and Lincoln Dealers. Special equipment and training is required to install TrackKey. TrackKey is available for some 2014 Mustang GTs with manual transmission (build date after 7/1/2013).



Track Cal is supplied via our exclusive ProCal flash tool. It is always active but lopey idle can be turned off. Available for all 2013-2014 Mustang GTs with manual transmission.

How do TrackKey and Track Cal work?

TrackKey and Track Cal both contain exclusive calibration features designed for track use and derived from the same software algorithms and features employed in Ford Performance turn-key race cars such as the BOSS 302R, BOSS 302S, and Cobra Jet.



TrackKey

Engine performance is similar to the calibration available in the Ford Performance M-FRI-MGTB kit and modifies several PCM parameters including:

- Twin Independent Variable Cam Timing (Ti-VCT)
- Engine braking
- Ignition timing
- Wide-Open Throttle fueling
- Accelerator pedal map
- Idle speed
- Throttle response



Track Cal

TrackKey and Track Cal for Mustang GT

- Alter several thousand lines of code and several hundred calibration parameters
- Are the only calibrations of their type that have gone through the rigorous Ford Performance test procedures
- Are a 50-state legal aftermarket engine performance software upgrade for the 2013-2014 Mustang GT with manual transmission (TrackKey only available on 2014 MY build date after 7/1/2013)

NOTE: Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle.

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

MUSTANG SVT SUPERCHARGER KITS

2007-2012 MUSTANG SVT SUPERCHARGER UPGRADE KITS

Ford Performance Mustang SVT supercharger kits are designed to replace the factory supercharger and offer increased power while maintaining factory driving characteristics. Ford Performance kits are thoroughly engineered and tested to give unparalleled power while being durable and safe enough to ensure your collector car keeps its original engine intact.

Mustang SVT supercharger kits are available turn-key with everything needed for installation, including the exclusive Ford Performance calibration, or as a supercharger-only tuner kit for custom installations.

There are two types of kits available, one using the 2.3L Twin Vortices Series (TVS) supercharger and another using a 2.9L twin screw supercharger.



PART NUMBER	MODEL YEARS	FINISH
M-6066-MSVT29C	2007-2010	Black Wrinkle
M-6066-MSVT29PC	2007-2010	Polished
M-6066-MSVT29D	2011-2012	Black Wrinkle
M-6066-MSVT29PD	2011-2012	Polished

MUSTANG SVT 750 HP/725 HP 2.9L SUPERCHARGER KITS

On 2010-2012 Shelby GT500, produces 750 hp @ 6100 rpm and 719 lb-ft @ 4200 rpm @ 17 psi boost on 93 octane fuel.

On 2007-2009 Shelby GT500, produces 725 hp @ 6100 rpm and 670 lb-ft @ 4700 rpm @ 17 psi boost on 93 octane fuel.

Kits include:

- Ford Performance 2.9L twin screw Whipple® supercharger assembly with "Crusher" inlet
- Whipple® 123 mm MAF housing and zip tube
- M-9926-CJ65 FPP 2010 CJ 65 mm Dual Bore Throttle Body
- FPP upgraded dual fuel pump assembly
- Ford Performance ProCal tool with performance calibration
- Tuner kits: ProCal tool and calibration not included

TECHNICAL SPECIFICATION AND NOTES:

- **Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase**
- **Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Performance Distributor**
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only
- Unlike many of our competitors, all Ford Racing calibrations are 50-state emissions legal
- Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle
- 2.9L kits may require biasing the K-member (#2 crossmember) forward to achieve supercharger to bulkhead clearance. If K-member is moved, front end alignment is necessary



2007-2012 GT500 2.3L TVS SUPERCHARGER TUNER KIT

M-6066-MSVT23 SCJ Oval Throttle Body

M-6066-MSVT2365 CJ Dual 65 mm Throttle Body

- Fits 2011-2012 Mustang Shelby GT500. **REQUIRES CUSTOM CALIBRATION!**
- Fits 2007-2010 Mustang Shelby GT500. Requires custom length belt and additional parts not included. **REQUIRES CUSTOM CALIBRATION!**
- Twin Vortices Series (TVS) supercharger unit from 2013 Mustang Shelby GT500 program
- Supercharger rotors feature four lobes with a 160-degree twist
- Does not include sensors
- Kit includes:
 - 2.3L TVS supercharger features 4-lobe rotors and 68 mm pulley
 - Ford Racing billet throttle body
 - Supercharger to throttle body elbow
 - 2013 GT500 supercharger belt
 - Fuel rail with crossover, P/N DR3Z-9F792-B, provides adequate clearance to supercharger
 - Fuel injector retainer clips



Photo may vary

2007-2010 MUSTANG SVT UPGRADED HEAT EXCHANGER

M-8229-MSVT

- Original equipment on 2011-2012 Mustang SVT
- Fits 2007-2010 Mustang SVT
- Increased efficiency over production 2007-2010 Mustang SVT heat exchanger
- Reduced air charge temperatures
- Requires no modifications to install
- Includes brackets and mount



5.4L 4V PERFORMANCE INTERCOOLER

M-6775-MSVT

- Fits 2007-2014 Mustang Shelby GT500 5.4L and 5.8L 4V engine
- Excellent upgrade for prior model GT500 and 5.4L Cobra Jet Mustang
- Less restriction and more efficient heat extraction than earlier model intercooler
- Aluminum construction
- Standard equipment on 2013-2014 Mustang Shelby GT500
- Includes gasket to supercharger, charge cooler gasket and inlet/outlet O-rings



2005-2014 MUSTANG

MUSTANG GT SUPERCHARGER KITS

2011-2014 MUSTANG GT SUPERCHARGER KITS

The new 5.0L 4V Ti-VCT engine in the 2011-2014 Mustang has set a new standard for Mustang performance! With free-breathing heads and stout engine architecture, the new 5.0L 4V Ti-VCT greatly benefits from the addition of a supercharger. However, with an 11:1 compression ratio and twin independent variable valve timing, the calibration is more critical than ever, which is why Ford Performance puts more time and engineering into our supercharger calibration than any other manufacturer! That's why Shelby Automobiles chose the Ford Performance 5.0L 4V Ti-VCT supercharger kit as the flagship offering for their GT350 Mustang!

All 2011-2014 supercharger kits include the following:

- Ford Performance 2.3L twin screw Whipple® supercharger
- Intake manifold and air inlet system
- Complete air-to-liquid intercooler system
- Drive belt: FEAD 6-rib system
- 47 lb/hr, 6-hole, high-impedance M-9593-LU47 Fuel Injectors
- Ford Performance ProCal tool with MANUAL transmission performance calibration which eliminates "skip-shift" feature and offers improved throttle response and performance feel
- Ford Performance recommends M-12405-M50 Ford Performance Spark Plugs with 5.0L 4V Ti-VCT kits

TECHNICAL SPECIFICATION AND NOTES:

- **Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase**
- **Ford Racing does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Performance Distributor**
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only
- Unlike our competitors, all Ford Performance Power Upgrade Packages are 50-state emissions legal
- Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle

NOTES:

- Superchargers are built to order. Please allow 7 days for assembly.
- NMRA "Race Pages" magazine editor Jason Reiss had the opportunity to spend a few days with a 2011 Mustang GT with the FPP supercharger kit. To read his review, visit the "Race Pages" blog site.



2011-2014 MUSTANG GT 525 HP SUPERCHARGER KIT

- Produces 525 hp @ 6400 rpm/470 lb-ft of torque @ 4200 rpm at approximately 7 psi with 91 octane fuel
- 12 month/12,000 mile warranty (when installed by a Ford or Lincoln Dealer)

PART NUMBER	MODEL YEARS	FINISH
M-6066-MGT525D*	2011-2014 MANUAL TRANS ONLY	Black Wrinkle



2011-2014 MUSTANG GT 624 HP SUPERCHARGER KITS

- Produces 624 SAE hp @ 6900 rpm and 536 SAE lb-ft of torque @ 4700 rpm at approximately 9 psi of boost with 93 octane fuel
- Tuner kits do not include supercharger pulley, ProCal tool or calibration

PART NUMBER	MODEL YEARS	FINISH
M-6066-MGT624D	2011-2014 MANUAL TRANS ONLY	Black Wrinkle
M-6066-MGT624PD	2011-2014 MANUAL TRANS ONLY	Polished
M-6066-MGT23TD	2011-2014 TUNER KIT	Black Wrinkle



2011-2014 MUSTANG GT SUPERCHARGER UPGRADE KIT

M-9066-MGT624D

- Upgrade for 525 hp Ford Performance supercharger for 2011-2014 Mustang GT
- Approximately 99 hp increase to base supercharger kit
- Kit includes supercharger pulley and ProCal tool with official Ford Performance calibration



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD PERFORMANCE MUSTANG SVT EXHAUST SYSTEMS

2011-2012 MUSTANG SHELBY GT500 TOURING MUFFLER KIT (50-STATE) M-5230-MSVTC*



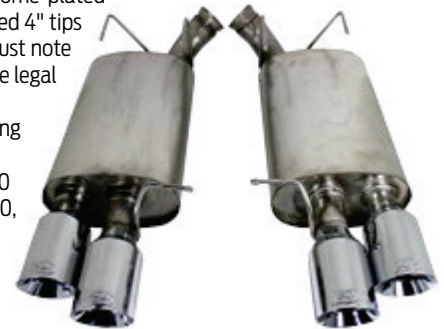
- Fits 2011-2012 Mustang Shelby GT500
- 304 stainless steel muffler body construction
- 304 stainless steel chrome-plated "Ford Racing" embossed 4" tips
- Louder, throatier exhaust note
- 50-state drive-by noise legal
- For 2007-2009 Mustang Shelby GT500, see M-5230-SVTI. For 2010 Mustang Shelby GT500, see M-5230-MSVTC



2013-2014 MUSTANG SHELBY GT500 SPORT MUFFLER KIT (49-STATE) M-5230-MSVTLB*



- Fits 2013-2014 Mustang Shelby GT500
- 304 stainless steel muffler body construction
- 304 stainless steel chrome-plated "Ford Racing" embossed 4" tips
- Louder, throatier exhaust note
- 49-state drive-by noise legal (not legal in CA)
- For 2007-2009 Mustang Shelby GT500, see M-5230-SVTI. For 2010 Mustang Shelby GT500, see M-5230-MSVTC



2011-2012 MUSTANG SHELBY GT500 SPORT MUFFLER KIT (49-STATE) M-5230-MSVTLA*

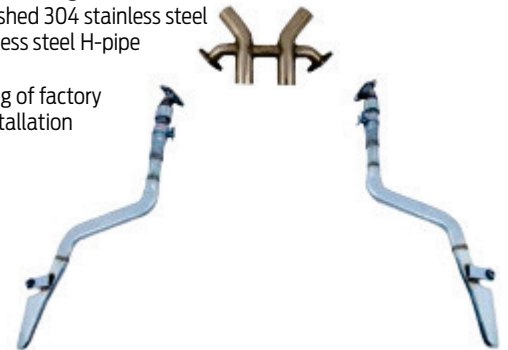


- Fits 2011-2012 Mustang Shelby GT500
- 304 stainless steel muffler body construction
- 304 stainless steel chrome-plated "Ford Racing" embossed 4" tips
- Louder, throatier exhaust note
- Requires factory muffler clamps
- 49-state drive-by noise legal (not legal in CA)
- For 2007-2009 Mustang Shelby GT500, see M-5230-SGT. For 2010 Mustang Shelby GT500, see M-5230-SVTL



2011-2014 MUSTANG GT500 SIDE EXHAUST M-5220-MSVT

- Fits 2011-2014 Mustang Shelby GT500 Coupe
- 2012-2013 BOSS 302 style side exhaust
- Can be used on convertible with appropriate spacer and longer bolt (not included) for side pipe to clear convertible brace
- Kit includes left- and right-side exhaust pipes with polished 304 stainless steel tips, 409 stainless steel H-pipe and hardware
- Requires cutting of factory exhaust for installation



2005-2009 MUSTANG GT/2007-2009 MUSTANG SHELBY GT500 "S" MUFFLER KIT (50-STATE) M-5230-S



- Fits 2005-2009 Mustang GT and 2007-2009 Mustang Shelby GT500
- Body of mufflers embossed with "Ford Racing" logo
- 409 aluminized stainless steel corrosion-resistant muffler body construction
- Polished 304 stainless steel 3.5" diameter tips
- Throatier exhaust note
- 50-state drive-by noise legal
- For 2010 Mustang GT/Shelby GT500, see M-5230-SA

NOTE: 409 stainless exhaust material is titanium stabilized ferritic stainless steel. 409 stainless is used in applications where appearance is a secondary consideration to mechanical properties and corrosion resistance and where some weldability is required. An example of 409 stainless usage is catalytic converter assemblies. 409 stainless has excellent forming characteristics and is rust-through resistant. A surface rust will form in most instances. This rust retards further corrosion.



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2005-2014 MUSTANG

FORD PERFORMANCE MUSTANG GT EXHAUST SYSTEMS

2005-2009 MUSTANG GT SPECIAL EDITION MUSTANG MUFFLER KIT (50-STATE)



M-5230-GTB

- Fits 2005-2009 Mustang GT. For 2010 Mustang GT, see M-5230-MGTC
- Muffler used as standard equipment on the 2008 Mustang Bullitt
- Throatier exhaust note
- 409 aluminized stainless steel corrosion-resistant muffler body construction with polished 304 stainless steel 3.5" diameter tips
- 50-state drive-by noise legal



2013-2014 MUSTANG GT AXLE BACK QUAD TIP MUFFLERS WITH REAR LOWER VALANCE

M-5230-MSVTC

- Fits 2013-2014 Mustang GT
- 409 aluminized stainless steel corrosion-resistant muffler body construction with twin polished 304 stainless steel 4" diameter tips
- Mufflers are original equipment on 2013-2014 Mustang Shelby GT500
- Throatier exhaust note
- Clamp-on installation
- Shelby GT500 rear lower valance includes installation hardware
- Cutting of original lower fascia required for installation of GT500 valance
- 50-state drive-by noise legal

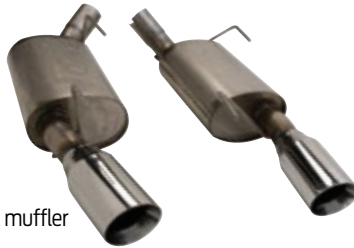


2011-2014 MUSTANG GT/BOSS TOURING MUFFLER KIT (50-STATE)



M-5230-MGTC

- Fits 2011-2014 Mustang GT
- Fits 2012-2013 Mustang BOSS
- 304 stainless muffler body construction with 304 stainless steel chrome-plated "Ford Racing" embossed 4" exhaust tips
- Throatier exhaust note over stock muffler
- Requires factory muffler clamps
- 50-state drive-by noise legal
- For 2005-2009 Mustang GT, see M-5230-GTB; for 2010 Mustang GT, see M-5230-MGTC



2011-2014 MUSTANG GT MUFFLER KIT (50-STATE)



M-5230-MGTCA1

- Fits 2011-2014 Mustang GT
- 409 aluminized stainless steel corrosion-resistant muffler body construction with polished 304 stainless 4" diameter tips
- Mufflers were standard on 2011-2012 Mustang Shelby GT500
- Throatier exhaust note
- 50-state drive-by noise legal



2011-2014 MUSTANG GT AND 2011-2012 GT500 3" EXHAUST SYSTEM

M-5230-MGTCA30

- **Cat-back exhaust system**
- Fits 2011-2014 Mustang GT and 2011-2012 GT500
- 3" exhaust system delivers an aggressive exhaust sound
- Includes X-pipe for improved flow
- Polished 4.5" exhaust tip features embossed "Ford Racing" logo
- 49-state legal mufflers

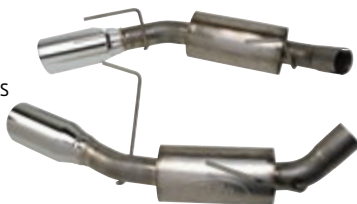


2011-2014 MUSTANG GT/BOSS SPORT MUFFLER KIT (49-STATE)



M-5230-MGTLA

- Fits 2011-2014 Mustang GT
- Fits 2012-2013 Mustang BOSS
- 304 stainless steel muffler body construction with 304 stainless steel chrome-plated "Ford Racing" embossed 4" exhaust tips
- Louder, throatier exhaust note
- Designed to eliminate exhaust drone at sustained rpms
- Requires factory muffler clamps
- 49-state drive-by noise legal (not legal in CA)
- For 2005-2009 Mustang GT, see M-5230-5GT



2011-2014 MUSTANG GT X-PIPE



M-5251-R

2005-2010 Mustang GT

M-5251-MGTA

2011-2014 Mustang GT built after 5/10/10

- 409 stainless steel X-pipe
- Converts your factory H-pipe to a more efficient X-pipe
- No cutting of factory exhaust required for installation
- Clamp-on installation – does not require welding!
- M-5251-R includes two clamps
- M-5251-MGTA installs using existing factory clamps



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD PERFORMANCE MUSTANG V6 EXHAUST SYSTEMS

2011-2014 MUSTANG V6 TOURING MUFFLERS (50-STATE)

M-5230-MV6CA*

- Fits 2011-2014 Mustang V6
- 304 stainless steel construction
- Louder, throatier exhaust note
- Includes mufflers with "Ford Racing" embossed 3.5" exhaust tip
- 50-state drive-by noise legal



2011-2014 MUSTANG V6 SPORT MUFFLERS (49-STATE)

M-5230-MV6LA*

- Fits 2011-2014 Mustang V6
- 304 stainless steel muffler body construction with 304 stainless steel chrome-plated "Ford Racing" embossed 3.5" tips
- Louder, throatier exhaust note
- Requires factory muffler clamps
- 49-state drive-by noise legal (not legal in CA)



2005-2009 MUSTANG V6 TOURING DUAL EXHAUST KIT (50-STATE)

M-5230-V6

- Fits 2005-2009 Mustang V6. For 2010 Mustang V6, see M-5230-MV62
- Includes M-5230-GTB Mufflers used as standard equipment on the 2008 special edition Mustang
- 409 aluminized stainless steel muffler body construction with polished 304 stainless steel 3.5" diameter tips
- Louder, throatier exhaust note
- Includes 409 stainless steel X-pipe
- Requires minor modification of rear bumper cover (template included in kit)
- 50-state drive-by street legal

NOTE: 409 stainless exhaust material is titanium stabilized ferritic stainless steel. 409 stainless is used in applications where appearance is a secondary consideration to mechanical properties and corrosion resistance and where some weldability is required. An example of 409 stainless usage is catalytic converter assemblies. 409 stainless has excellent forming characteristics and is rust-through resistant. A surface rust will form in most instances. This rust retards further corrosion.



2011-2014 MUSTANG V6 X-PIPE

M-5251-MV6A*

- Fits 2011-2014 Mustang V6
- 409 stainless steel X-pipe
- Converts your factory H-pipe to a more efficient X-pipe
- Requires cutting of factory exhaust for installation
- Clamp-on installation – does not require welding!



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

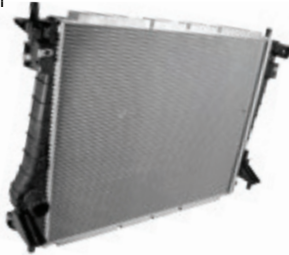
FORD MUSTANG

2011-2014 MUSTANG GT BOSS 302 RADIATOR



M-8005-MBR

- Original equipment on 2012-2013 Mustang BOSS 302
- Improved cooling over stock Mustang GT 5.0L 4V Ti-VCT radiator
- Fits 2011-2014 Mustang GT with manual transmission



2005-2014 MUSTANG GT ALUMINUM RADIATOR

M-8005-MGT

- Service replacement part for the FR500S and BOSS 302S race car
- Fits 2005-2014 Mustang GT and 2012-2013 BOSS 302
- Uses OEM fan and mounting points for bolt-in installation
- All aluminum construction
- Increased cooling over production radiator
- Excellent upgrade for open track or road race S197 Mustang



“STAGE 8” LOCKING HEADER BOLT SYSTEMS



These kits fit most V8 and many other engines. Includes 16 bolts and locking hardware.

PART NUMBER	SIZE	FITS
M-9432-A50	3/8"-16 x .75"	Most headers on push rod engines
M-9432-A51	3/8"-16 x 1"	Ford Performance “Shorty” headers on push rod engines

- 100% reliable, zero failures in more than 17,000,000 applications. Header fasteners will not back out. Eliminates need to monitor and tighten bolts regularly
- Grade 8 aircraft quality bolts made in U.S.A. Duplex nickel plated
- Manufacturer’s Lifetime Warranty



RADIATOR CAP WITH “FORD RACING” LOGO



M-8100-A

- Fits most radiators
- Service replacement for the Mustang FR500S race car
- 16 lb cap
- Does not fit production de-gas bottles



2005-2010 MUSTANG GT DE-GAS BOTTLE



M-8080-A

- Fits 2005-2010 Mustang GT
- Coolant expansion/fill tank features a billet radiator-style neck
- Comes with M-8100-A Ford Racing 16 lb Pressure Cap
- Same part as used on the Mustang FR500S race car



STAINLESS STEEL “SHORTY” HEADERS



PART NUMBER	TYPE	APPLICATION	TUBE DIAMETER
M-9430-P50	Stainless Steel	1986-1993 Mustang 5.0	1.625"

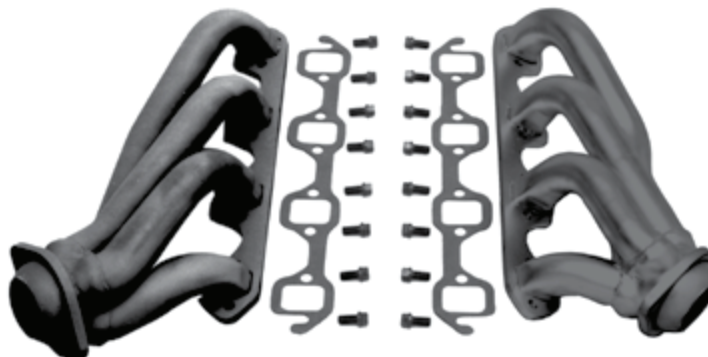
NOTES:

- Also fits early “Fox” vehicles with modifications
- Production and all GT-40 heads
- Fits the angled spark plug 5.0L GT-40 “P” cylinder head. Fits 1986-1993 Mustang with stock or most aftermarket H-pipes. Also fits 1979-1985 Mustang and other Fox chassis with minor modification

STAINLESS STEEL

- 409 stainless steel tubes
- 1.625" diameter tubes
- Machined flange
- Bolts to stock exhaust pipes
- Includes gaskets, bolts and studs
- Designed by Ford Performance engineers

409 stainless exhaust material is titanium stabilized ferritic stainless steel. 409 stainless is used in applications where appearance is a secondary consideration to mechanical properties and corrosion resistance and where some weldability is required. An example of stainless usage is catalytic converter assemblies. 409 stainless has excellent forming characteristics and is rust-through resistant. A surface rust will form in most instances. This rust retards further corrosion.



“PUT A FORD ON YOUR FORD”



Ford Performance Parts uses the Society of Automotive Engineers (SAE) and American Society for Testing and Materials (ASTM) standards: SAE J175 and J328 for impact and fatigue testing and ASTM B368 for chrome testing. These standards define a series of tests that ensure the safety and finish of a wheel.

THESE TESTS ARE THE MINIMUM STANDARD USED TO DEFINE THE ENDURANCE OF FPP WHEELS.

IMPACT TESTING

This test simulates a curb impact on the side of a tire/wheel assembly. During testing, a tire/wheel assembly is mounted at a 13-degree angle to a test fixture by the hub. A weight is dropped from 9 inches onto the assembly at the tire/wheel intersection. The mass of the weight is determined by a formula, using the vehicle weight.

DYNAMIC CORNERING FATIGUE TESTING

This test simulates lateral loads applied to a wheel by the vehicle. During testing, a wheel is clamped to a fixture by the front face and a constant bending moment is applied through the hub. A wheel of new design will run a minimum of 1,000,000 cycles before approved. The load applied is determined by a formula, using the vehicle weight.

DYNAMIC RADIAL FATIGUE TESTING

This test simulates axial loads applied to a wheel by the vehicle. During testing, a tire/wheel assembly is mounted to an axle by the hub. A large drum drives the assembly while a load is applied perpendicular to the tire patch. A wheel of new design will run a minimum of 5,000,000 cycles. The load applied is determined by a formula, using the vehicle weight.

CHROME QUALITY TESTING

Copper-accelerated acetic acid-salt spray, commonly known as CASS testing, is the standard method used to test the corrosive performance of copper/nickel/chromium-plated wheels. The test is performed in a sealed chamber with a highly acetic spray directed onto the wheel for a predetermined amount of time, usually 66 hours.

FORD PERFORMANCE MUSTANG WHEEL SETS WITH TPMS

MUSTANG BOSS 302 LS CHARCOAL 19" X 9" WHEEL SET WITH TPMS SENSOR KIT

M-1007KIT-DC199CH 19" x 9" 302 LS Charcoal Accents
M-1007KIT-DC19910CH 19" x 9" Front, 19" x 10" Rear
 302 LS Charcoal Accents

- Wheels fit 2005-2014 Mustang GT, 2007-2012 Shelby GT500 and 2005-2014 Mustang V6
- Kit does not fit 2013-2014 Shelby GT500
- Kit includes four wheels and M-1180-A 2010-2014 Mustang TPMS Sensors with Activation Tool
- For wheel dimensional specs, see M-1007-DC199LGB on page 49. For TPMS specs, see M-1180-A below



MUSTANG BOSS 302S 19" X 9" WHEEL SET WITH TPMS SENSOR KIT

M-1007KIT-DC199LGB 19" x 9" 302S Gloss Black Accents
M-1007KIT-DC19910LGB 19" x 9" Front, 19" x 10" Rear
 302S Gloss Black Accents

- Wheels fit 2005-2014 Mustang GT, 2007-2012 Shelby GT500 and 2005-2014 Mustang V6
- Kit does not fit 2013-2014 Shelby GT500
- Kit includes four wheels and M-1180-A 2010-2014 Mustang TPMS Sensors and Activation Tool
- For wheel specs, see M-1007-DC199LGB on page 49. For TPMS specs, see M-1180-A below



MUSTANG SVT 19" X 9" WHEEL SET WITH TPMS KIT

M-1007KIT-SA199

- Wheels fit 2005-2014 Mustang GT, 2007-2012 Shelby GT500 and 2005-2014 Mustang V6
- Kit does not fit 2013-2014 Shelby GT500
- Includes four wheels and M-1180-A 2010-2014 Mustang TPMS Sensors with Activation Tool
- For wheel specs, see M-1007-SA199 on page 49. For TPMS specs, see M-1180-A below



2014 MUSTANG SVT 19" X 9.5" WHEEL SET WITH TPMS KIT

M-1007KIT-SA1995

- Wheels fit 2005-2014 Mustang GT, 2007-2012 Shelby GT500 and 2005-2014 Mustang V6
- Kit does not fit 2013-2014 Shelby GT500
- Kit includes four wheels and M-1180-A 2010-2014 Mustang TPMS Sensors with Activation Tool
- For wheel specs, see M-1007-SA1995MB on page 50. For TPMS specs, see M-1180-A below



2010-2014 MUSTANG TPMS SENSORS AND ACTIVATION TOOL KIT

M-1180-A

- Fits 2010-2014 Mustang V6 and Mustang GT
- Fits 2010-2012 Shelby GT500
- Kit contains 4 valve-mounted snap-in tire pressure monitor sensors (valve stem TPMS) and tire pressure monitor activation tool
- 2010-2014 Mustang requires that tire pressure monitor sensors are installed and properly activated. Failure to install and activate sensors will cause tire pressure monitor light to remain on
- Activation tool can be used to retrain sensors after tire rotation

WARNING: Requires wheels specifically designed for valve-mounted snap-in tire pressure monitor sensors.

NOTE: Will NOT work on 2007-2009 Mustang V6, GT or GT500. Valve stems are not designed for speeds over 155 mph.



MUSTANG MATTE BLACK WHEEL

M-1007-PI88MB ①

- 2005-2014 Mustang GT and 2005-2014 Mustang V6
- 18" x 8" wide
- 5-lug, 4.5" bolt circle
- 40 mm offset
- 6.3" backsparing
- Mesh spoke design
- Cast aluminum with matte black paint finish
- Clear-coated to OEM standards
- Not for use with OEM Mustang Brembo® brakes
- Includes M-1096-FR1 "Ford Racing" Center Cap
- Band and valve stem TPMS compatible



20" MUSTANG SPYDER WHEEL

M-1007-P2085LN ①

- 2005-2014 Mustang GT and 2005-2014 Mustang V6
- 20" x 8.5" wide
- 5-lug, 4.5" bolt circle
- 50 mm offset
- 6.8" backsparing
- Mesh spoke design
- Cast aluminum with luster nickel paint finish
- Clear-coated to OEM standards
- Not for use with OEM Mustang Brembo® brakes or M-2300-S Brake Kit
- Includes M-1096-FR1 "Ford Racing" Center Cap
- Band and valve stem TPMS compatible



MUSTANG BOSS 302S FRONT WHEEL BLACK WITH MACHINED FACE

M-1007-DC199LGB ①

- 2005-2014 Mustang GT, 2007-2014 Shelby GT500 and 2005-2014 Mustang V6
- Standard equipment on M-FR500-B302S Ford Performance Mustang BOSS 302S Factory-Built Race Car
- 19" x 9" wide
- For 19" x 10" rear wheel, see M-1007-DC1910LGB
- 5-lug, 4.5" bolt circle
- 42 mm offset
- 6.7" backsparing
- Machined face with gloss black accents
- Clear-coated to OEM standards
- Includes M-1096-A Mustang Bar and Pony Center Cap
- Clears OEM Brembo® brakes and M-2300-S and M-2300-T Brake Kit
- Valve stem TPMS compatible



MUSTANG BOSS 302S REAR WHEEL BLACK WITH MACHINED FACE

M-1007-DC1910LGB ①

- 2005-2014 Mustang GT, 2007-2014 Shelby GT500 and 2005-2014 Mustang V6
- Standard equipment on M-FR500-B302S Ford Performance Mustang BOSS 302S Factory-Built Race Car
- 19" x 10" wide
- For 19" x 9" BOSS 302S front wheel, see M-1007-DC199LGB
- 5-lug, 4.5" bolt circle
- 47.5 mm offset
- 7.4" backsparing
- Machined face with gloss black accents
- Clear coated to OEM standards
- Includes M-1096-A Mustang Bar and Pony Center Cap
- Clears OEM Brembo® brakes and M-2300-S and M-2300-T Brake Kit
- Valve stem TPMS compatible



FORD PERFORMANCE MUSTANG SHELBY GT500 FRONT WHEEL

M-1007-SA199 ①

- 2005-2014 Mustang GT, 2007-2014 Shelby GT500 and 2005-2014 Mustang V6
- 19" x 9" wide
- 5-lug, 4.5" bolt circle
- 40 mm offset
- 6.6" backsparing
- Forged aluminum
- Dark stainless finish with mid-gloss clear coat
- Clear-coated to OEM standards
- Same look as production front wheel on 2011-2012 Mustang Shelby GT500 Track Pack in different width
- Includes M-1096-FR "Ford Racing" Center Cap
- Clears OEM Brembo® brakes and M-2300-S and M-2300-T Brake Kit
- Valve stem TPMS compatible



NOTE:

① For 2005-2010 vehicles with 16" wheels from the factory: Installing 17" x 8" wheels, use Steering Stop 4R3Z-3932-BA. Installing 18" x 8.5" or 18" x 9.5" wheels, use Steering Stop 6R3Z-3932-CA. For vehicles with 17" wheels from the factory: Installing 18" x 8.5" or 18" x 9.5" wheels, use Steering Stop 6R3Z-3932-CA. 2011-2014 Mustang may require steering stops.

FORD MUSTANG

2013 MUSTANG SVT 5-SPOKE WHEEL SATIN BLACK

M-1007-SA1995MB

- 2005-2014 Mustang GT, 2007-2014 Shelby GT500 and 2005-2014 Mustang V6
- 19" x 9.5" wide
- 5-lug, 4.5" bolt circle
- Forged aluminum
- Black finish with satin clear coat
- Clear-coated to OEM standards
- Same look as production front wheel on standard 2013 Mustang Shelby GT500
- Includes M-1096-FR "Ford Racing" Center Cap
- Clears OEM Brembo® brakes and M-2300-S and M-2300-T Brake Kit
- Valve stem TPMS compatible



MUSTANG BOSS 302S UPGRADE WHEEL, MATTE BLACK

M-1007-R1895

- Manufactured by BBS exclusively for Ford Performance
- Ultralight at only 20.7 lbs – saves nearly 10 lbs of rotating and unsprung mass per wheel on Mustang GT (production wheel is approximately 30 lbs)
- Ideal upgrade for BOSS 302S – Legal for NASA American Iron Class (requires .25" spacer at front to clear race brakes)
- Fits 2005-2014 Mustang GT, 2012-2013 BOSS 302 and 2007-2014 Shelby GT500
- Flow-formed casting process provides original equipment quality and low weight similar to a forged wheel
- 18" x 9.5"
- 5-lug, 4.5" bolt circle
- 37.15 mm offset
- 6.65" backspacing
- For use with M-1012-G Wheel Nuts
- Valve stem TPMS compatible
- Off-road use only



MUSTANG SHELBY GT500 WHEEL

M-1007-S1895 ①

- Fits 2005-2014 Mustang GT, 2011-2014 Mustang V6 and the 2007-2012 Shelby GT500
- 18" x 9.5" wide
- 5-lug, 4.5" bolt circle
- 45 mm offset
- 7.125" backspacing
- Includes M-1096-N SVT Center Cap
- Same as production 2007-2009 Mustang SVT
- Manufactured in batches, color may not match factory wheels
- Fits 2005-2010 Mustang V6 equipped with M-2300-D Brake Kit
- Fits M-2300-S Brembo® Brake Kit
- Band TPMS compatible
- Not compatible with valve stem mount TPMS



MUSTANG BOSS 302S WHEEL 18" X 10.5"

M-1007-R18105

- Fits Mustang BOSS 302S race car for World Challenge GTS class competition
- 5/8" wheel studs recommended
- If 1/2" studs are used, Ford Performance recommends using M-1107-B and M-1104-A Wheel Studs along with Allstar Performance lug nut Part # ALL44102
- Manufactured by BBS exclusively for Ford Performance
- Ultralight at only 20.8 lbs – saves nearly 40 lbs of rotating mass on Mustang GT (production wheel is approximately 30 lbs)
- Flow-formed casting process provides high material density, high strength and low weight
- 18" x 10.5"
- 5-lug, 4.5" bolt circle
- 7.7" backspacing
- Race-only wheels
- Center caps not available for race-only wheels



2010 MUSTANG BOSS 302R WHEEL 18" X 10"

M-1007-R1810

- Fits Mustang BOSS 302R race car for Grand-Am Competition
- Fits front and rear (requires 0.25" spacer at front to clear race brakes)
- 5/8" wheel studs recommended
- If 1/2" studs are used, Ford Performance recommends using M-1107-B and M-1104-A Wheel Studs along with Allstar Performance lug nut Part # ALL44102
- Manufactured by BBS exclusively for Ford Performance
- Ultralight at only 20.7 lbs – saves nearly 40 lbs of rotating mass on Mustang GT (production wheel is approximately 30 lbs)
- Flow-formed casting process provides high material density, high strength and low weight
- 18" x 10"
- 5-lug, 4.5" bolt circle
- 7.2" backspacing
- Race-only wheels
- Center caps not available for race-only wheels



2007 BLACK MUSTANG SVT WHEEL WITH MACHINED LIP

M-1007-S1895B1 ①

- Fits 2005-2014 Mustang GT, 2005-2014 Mustang V6 and the 2007-2012 Shelby GT500
- 18" x 9.5" wide
- 5-lug, 4.5" bolt circle
- 45 mm offset
- 7.125" backspacing
- Includes SVT center cap
- Same as production 2007-2009 Mustang SVT except wheel face is gloss black with machined lip
- Clears M-2300-D 12.4" Brake Kit
- Fits M-2300-S Brembo® Brake Kit
- Band TPMS compatible
- Not compatible with valve stem mount TPMS



NOTE:

① For 2005-2010 vehicles with 16" wheels from the factory: Installing 17" x 8" wheels, use Steering Stop 4R3Z-3932-BA. Installing 18" x 8.5" or 18" x 9.5" wheels, use Steering Stop 6R3Z-3932-CA. For vehicles with 17" wheels from the factory: Installing 18" x 8.5" or 18" x 9.5" wheels, use Steering Stop 6R3Z-3932-CA. 2011-2014 Mustang may require steering stops.

2005-2014 BLACK MUSTANG GT WHEEL

M-1007-S1885B ①

- Fits 2005-2014 Mustang GT, 2005-2014 Mustang V6
- 18" x 8.5" wide
- 5-lug, 4.5" bolt circle
- 50 mm offset
- 6.82" backspacing
- Black painted spokes with machined lip
- Clear-coated to OEM standards
- Includes M-1096-A Mustang Center Cap
- Fits 2005-2010 Mustang V6 with M-2300-D 2005-2010 Mustang V6 Brake Upgrade Kit
- Valve stem TPMS compatible
- Will not clear M-2300-S Brembo® Brake Package



2005-2014 SILVER MUSTANG GT WHEEL

M-1007-T178S ①

- Fits 2005-2014 Mustang GT, 2005-2013 Mustang V6
- 17" x 8" wide
- 5-lug, 4.5" bolt circle
- 45 mm offset
- 6.3" backspacing
- Silver painted spokes with machined wheel lip
- Clear-coated to OEM standards
- Includes M-1096-A Mustang Center Cap
- Fits 2005-2010 Mustang V6 with M-2300-D 2005-2010 Mustang V6 Brake Upgrade Kit
- Will not clear M-2300-S Brembo® Brake Package
- Not TPMS compatible



2005-2014 BLACK MUSTANG SPECIAL EDITION WHEEL

M-1007-T178B ①

- Fits 2005-2014 Mustang GT, 2005-2013 Mustang V6
- 17" x 8" wide
- 5-lug, 4.5" bolt circle
- 45 mm offset
- 6.30" backspacing
- Black painted spokes with machined wheel lip
- Clear-coated to OEM standards
- Includes M-1096-A Mustang Center Cap
- Fits 2005-2010 Mustang V6 with M-2300-D 2005-2010 Mustang V6 Brake Upgrade Kit
- Will not clear M-2300-S Brembo® Brake Package
- Not TPMS compatible



NOTE:

① For 2005-2010 vehicles with 16" wheels from the factory: Installing 17" x 8" wheels, use Steering Stop 4R3Z-3932-BA. Installing 18" x 8.5" or 18" x 9.5" wheels, use Steering Stop 6R3Z-3932-CA. For vehicles with 17" wheels from the factory: Installing 18" x 8.5" or 18" x 9.5" wheels, use Steering Stop 6R3Z-3932-CA. 2011-2014 Mustang may require steering stops.

EXTERIOR CHROME CLEANING PROCEDURES

- Wash the vehicle first, using cool or lukewarm water and a neutral pH shampoo, such as Motorcraft® Detail Wash (ZC-3-A).
- Use Custom Brite Metal Cleaner (ZC-15), available from your authorized dealer. Apply the product as you would a wax to clean bumpers and other chrome parts; allow the cleaner to dry for a few minutes and then wipe off the haze with a clean, dry rag.

ALUMINUM WHEELS AND WHEEL COVERS CLEANING PROCEDURES

Aluminum wheels and wheel covers are coated with a clearcoat paint finish. To maintain their shine:

- Clean weekly with Motorcraft® Wheel and Tire Cleaner (ZC-37-A) available from your authorized dealer. Heavy dirt and brake dust accumulation may require agitation with a sponge. Rinse thoroughly with a strong stream of water.
- Never apply any cleaning chemical to hot or warm wheel rims or covers.
- Some automatic car washes may cause damage to the finish on your wheel rims or covers. Chemical-strength cleaners, or cleaning chemicals, in combination with brush agitation to remove brake dust and dirt, could wear away the clearcoat finish over time.
- Do not use hydrofluoric acid-based or high caustic-based wheel cleaners, steel wool, fuels or strong household detergent.
- To remove tar and grease, use Motorcraft® Bug and Tar Remover (ZC-42), available from your authorized dealer.

FORD MUSTANG

FORD RACING LUG NUTS AND CENTER CAPS

WHEEL PART NUMBER	WHEEL STATUS	CENTER CAPS											LUG NUTS				
		M-1096-A	M-1096-B (CANCELLED)	M-1096-CA (CANCELLED)	M-1096-FA	M-1096-FR	M-1096-FR1	M-1096-J (CANCELLED)	M-1096-K	M-1096-M (CANCELLED)	M-1096-N	M-1096-Q	M-1096-O	STANDARD	LOCKING		
M-1007-DC1785	ACTIVE														NA	NA	
M-1007-DC199LGB	ACTIVE	0	0												M-1012-A	M-1012-K	
M-1007-DC1910LGB	ACTIVE	0	0												M-1012-A	M-1012-K	
M-1007-FA	ACTIVE				X										NA	NA	
M-1007-M188GB	ACTIVE													X	NA	NA	
M-1007-P188MB	ACTIVE	0	0												M-1012-A	M-1012-K	
M-1007-P2085IN	ACTIVE	0	0												M-1012-A	M-1012-K	
M-1007-PF188MB	ACTIVE														M-1012-A	M-1012-K	
M-1007-R1985	ACTIVE													X	M-1012-RSA	NA	
M-1007-R1985B	ACTIVE													X	M-1012-RSA	NA	
M-1007-R1985W	ACTIVE													X	M-1012-RSA	NA	
M-1007-SA199	ACTIVE	0	0												M-1012-A	M-1012-K	
M-1007-SA1995MB	ACTIVE														M-1012-A	M-1012-K	
M-1007-S177	ACTIVE		0	0											NA	NA	
M-1007-S177B	ACTIVE		0	0											NA	NA	
M-1007-S177E	ACTIVE		0	0											NA	NA	
M-1007-S1885B	ACTIVE	X	0												M-1012-A	M-1012-K	
M-1007-S1895	ACTIVE		0	0											M-1012-A	M-1012-K	
M-1007-S1895B1	ACTIVE		0	0											M-1012-A	M-1012-K	
M-1007-T178B	ACTIVE	X	0												M-1012-A	M-1012-K	
M-1007-T178S	ACTIVE	X	0												M-1012-A	M-1012-K	
M-1007-M199B	ACTIVE														X	M-1012-M	NA
M-1007-M1995B	ACTIVE														X	M-1012-M	NA
M-1007-M199S	ACTIVE														X	M-1012-M	NA
M-1007-M1995S	ACTIVE														X	M-1012-M	NA
M-1007-M199DS	ACTIVE														X	M-1012-M	NA
M-1007-M199SA	ACTIVE														X	M-1012-M	NA
M-1007-A179	CANCELLED			0		0		0	0						X	M-1012-A	M-1012-K
M-1007-B178C	CANCELLED			0		0		0	0	X					0	M-1012-A	M-1012-K
M-1007-C58	CANCELLED	0	0												X	M-1012-A	M-1012-K
M-1007-DC1895	CANCELLED			0		0		0	0						X	M-1012-A	M-1012-K
M-1007-DC199B	CANCELLED	0	0												X	M-1012-A	M-1012-K
M-1007-D178	CANCELLED			0		0		0	0						0	M-1012-A	M-1012-K
M-1007-F15RBA	CANCELLED							X							0	M-1012-A	M-1012-K
M-1007-F500	CANCELLED			0		X		0	0	0					0	M-1012-A	M-1012-K
M-1007-F500B	CANCELLED			0		X		0	0	0					0	M-1012-A	M-1012-K
M-1007-F500C	CANCELLED			0		X		0	0	0					0	M-1012-A	M-1012-K
M-1007-G178	CANCELLED			0		0									0	M-1012-A	M-1012-K
M-1007-J178	CANCELLED			0		0		0	0	X					0	M-1012-A	M-1012-K
M-1007-K178	CANCELLED			0		0		0	X						0	M-1012-A	M-1012-K
M-1007-M178	CANCELLED			0		0		0	X						0	M-1012-A	M-1012-K
M-1007-R189	CANCELLED		0	0		0									X	M-1012-A	M-1012-K
M-1007-R189C	CANCELLED	0	0	0		0									X	M-1012-A	M-1012-K
M-1007-R54	CANCELLED	0	0												X	M-1012-A	M-1012-K
M-1007-R54C	CANCELLED	0	0												X	M-1012-A	M-1012-K
M-1007-R58	CANCELLED	0	0												X	M-1012-A	M-1012-K
M-1007-SA1910	CANCELLED	0	0												X	M-1012-A	M-1012-K
M-1007-S177A	CANCELLED			0		0									X	NA	NA
M-1007-S179	CANCELLED			0		0									X	M-1012-A	M-1012-K
M-1007-S179C	CANCELLED			0		0									X	M-1012-A	M-1012-K
M-1007-S1885	CANCELLED	X	0					0								M-1012-A	M-1012-K
M-1007-S1885C	CANCELLED	X	0					0		0						M-1012-A	M-1012-K
M-1007-S1895B	CANCELLED			0		0		0	0						X	M-1012-A	M-1012-K
AS DELIVERED	X																
OPTIONS	0																

M-1096-FA



M-1096-FR



M-1096-FR1



M-1096-CA



M-1096-M



M-1096-J



M-1096-K



M-1096-N



M-1096-A



M-1012-A

M-1012-K

ASSEMBLED MUSTANG HANDLING PACKS



M-FR3A-MGTAA shown

2005-2014 MUSTANG GT COUPE ASSEMBLED HANDLING PACK M-FR3A-MGTA*

Ford Racing's assembled handling pack includes pre-assembled struts. No spring compressor required, strut/spring assembly is ready to bolt-in! Put a little "road race" into your Mustang GT with Ford Racing's handling pack. It's tuned to deliver improved handling without sacrificing ride quality.

- Fits 2005-2014 Mustang GT Coupe
- All components are designed to work together as a package
- Lowers car approximately 1"

Handling pack includes:

- M-18000-A Assembled Front Struts with rear shocks, M-5300-P Lowering Springs, M-18183-C Upgraded Strut Mount and M-5570-A Jounce Stops
- M-5490-A Sway Bar Kit
- M-4264-A Adjustable Rear Panhard Bar
- Includes all factory required one-time use fasteners

NOTE: Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications. Requires alignment after installation.

2005-2014 MUSTANG GT COUPE ASSEMBLED ADJUSTABLE HANDLING PACK M-FR3A-MGTAA*

Ford Racing's assembled handling pack includes pre-assembled struts and springs. No spring compressor required, strut/spring assembly is ready to bolt-in! Make your Mustang GT a corner-carving machine with the added performance of an adjustable FR3 Handling Pack. The adjustable struts/shocks allow you to tune your suspension to street or track conditions. One click using the supplied tool adjusts for both compression and rebound.

- Fits 2005-2014 Mustang GT Coupe
- All components are designed to work together as a package
- Lowers car approximately 1"

Includes:

- M-18000-C Assembled Adjustable Front Struts with adjustable rear shocks, M-5300-P Lowering Springs, M-18183-C Upgraded Strut Mount and M-5570-A Jounce Stops
- M-5490-A Sway Bar Kit
- M-4264-A Adjustable Rear Panhard Bar
- Includes all factory required one-time use fasteners

NOTE: Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications. Requires alignment after installation.

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

MUSTANG HANDLING PACKS

2007-2014 MUSTANG SVT COUPE HANDLING PACK

M-FR3-MSVTA* Unassembled

M-FR3A-MSVTA* Assembled

Make your 2007-2014 Shelby GT500 a corner-carving machine with the added performance of the Ford Performance FR3 Handling Pack. The pack is uniquely tuned to fit the 2007-2014 Shelby GT500 Coupe (does not fit 2013-2014 Track Pack).

- Handling pack includes:
 - M-18000-C Adjustable Struts/Shocks
 - M-5300-L Lowering Springs
 - M-5490-B Sway Bar Kit
 - M-18183-C Upper Strut Mounts
 - M-5570-A Jounce Bumpers
- Lowers 2007-2012 approximately 1.25". All components are designed to work together as a package
- Lowers 2013-2014 approximately .4" front, 1" rear
- Struts/shocks are adjustable and manufactured by Dynamic® Suspensions (the same company that makes struts/shocks for the Ford Performance Mustang road race car)

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications. May require alignment after installation.



2005-2014 MUSTANG V6 COUPE HANDLING PACK (1" DROP)

M-FR3-MV6A*

With 300 horsepower, the 2011-2014 Mustang V6 has moved into the muscle car ranks, yet still delivers excellent fuel economy. 2005-2010 Mustang V6 owners looking for a more aggressive stance will benefit from the installation of the FR3 kit. Ford Performance has developed a suspension kit for Mustang V6 enthusiasts looking to take the car to the next level of performance.

- Fits 2005-2014 Mustang V6 Coupe
- Handling pack includes:
 - M-18000-A Struts/Shocks
 - M-5300-N Lowering Springs
 - M-5570-A Jounce Bumpers
 - M-5490-C Sway Bars
 - M-18183-C Strut Mounts
 - M-20201-F Strut Tower Brace
 - All components are designed to work together as a package
- Lowers car approximately 1"

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications. May require alignment after installation.



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2005-2014 MUSTANG GT/2007-2014 SVT ADJUSTABLE STRUT/SHOCK KIT

M-18000-C

- Fits 2007-2014 Shelby GT500 (except 2013-2014 Track Pack) and 2005-2010 Mustang GT
- Will fit 2011-2014 Mustang GT. Requires use of Ford Performance springs and M-18183-C Upper Strut Mounts
- Engineered specifically for improved handling on both stock ride height and lowered 2007-2012 Mustang SVT and 2005-2014 Mustang GT
- Single adjustment with two-way response
- Recommended for Mustang SVT use with M-5300-L Spring Kit, M-5490-B Sway Bar Kit and M-20201-C Strut Tower Brace (2007-2009 SVT only)
- Recommended for Mustang GT use with M-5300-P Spring Kit (1" drop), M-5300-K Spring Kit (1.5" drop), M-5490-A Sway Bar Kit and M-20201-S197 Strut Tower Brace
- **Will not fit 2013-2014 GT500 Track Pack**

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications. May require alignment after installation.



2005-2014 MUSTANG COUPE DYNAMIC STRUT/SHOCK KIT

M-18000-A

- Fits 2005-2010 Mustang GT and Mustang V6
- Will fit 2011-2014 Mustang GT and Mustang V6. Requires Ford Performance springs and M-18183-C Upper Strut Mounts
- Dynamic® Suspension strut/shock, same manufacturer as Mustang road race car
- Unique FRPP performance tune
- Designed specifically for lowered vehicles
- Mustang GT coupe owners: Use with M-5300-K or M-5300-P Springs and M-5490-A Sway Bar Kit for optimum performance
- Mustang V6 coupe owners: Use with M-5300-N Springs and M-5490-C Sway Bar Kit for optimum performance

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications. Requires checking alignment after installation.



2005-2014 MUSTANG JOUNCE BUMPER KIT

M-5570-A

- Unique jounce bumpers designed for improved stability/ride comfort when used in conjunction with FRPP lowering springs
- Fits 2005-2014 Mustang V6, GT and 2007-2011 Shelby GT500, original equipment on 2012-2014 Shelby GT500
- Unique design
- Recommended for lowered vehicles
- Includes front and rear jounce bumpers



1979-2004 MUSTANG FRONT/REAR SPRING KIT

- Fits 1979-2004 Mustang
- Lower your Mustang and improve handling
- The height on some cars will vary

NOTE: Expect some deterioration in ride quality.



PART NUMBER	MODEL YEAR	AMOUNT LOWERED (V8)		SPRING RATES (LB/IN)	
		FRONT	REAR	FRONT	REAR
M-5300-B ⑤	1979-2004 ④	.875" ①	.5" ②	425/530	200/300
M-5300-C ⑤	1979-2004 ④	.875" ①	.5" ②	650	200/300
M-5300-G ③⑤	1979-2004 ④	1.2"	1.2"	500/570	170/310

NOTES:

- ① 1994-2004 models – 1-1/8"
- ② 1994-2004 models – 3/4"
- ③ Convertible only
- ④ Will not fit 1999-2004 Cobra
- ⑤ Due to vehicle assembly tolerances, these specifications may vary



Photo may vary

SPRING KITS

2007-2014 MUSTANG SHELBY GT500 SPRING



M-5300-L

- Fits 2007-2014 Mustang Shelby GT500 Coupe
- Gives a more aggressive-looking stance, as well as increased handling dynamics
- Validated for use with electronically controlled Track Pack option (2013-2014 model year)
- Lowers 2007-2012 approximately 1.25" front, 1" rear
- May cause slightly harsher ride compared to stock springs
- Recommended for use with M-18000-C Damper Kit and M-5490-B Sway Bar Kit (except 2013-2014 Track Pack)
- M-5570-A Mustang Jounce Bumper Kit recommended with installation of springs (original equipment on 2012-2014, recommended for 2007-2011)
- M-18183-C Strut Mounts recommended (original equipment on 2012-2014, recommended for 2007-2011)



NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications. Requires alignment after installation.

2005-2014 MUSTANG GT 1" LOWERING SPRINGS



M-5300-P

- Fits 2005-2010 Mustang GT Coupe
- Fits 2011-2014 Mustang GT Coupe when used with M-18183-C Upper Strut Mounts and M-18000-A Shocks/Struts or M-18000-C Adjustable Shocks/Struts
- Gives a more aggressive-looking stance as well as increased handling dynamics
- Lowers car approximately 1"
- Progressive spring, designed for increased handling and performance
- Use with M-18000-A, M-18000-C and M-5490-A for optimum performance
- M-5570-A Mustang Jounce Bumper Kit recommended with installation of springs
- May cause slightly harsher ride compared to stock springs
- M-18183-C Strut Mounts recommended for 2005-2010 Mustang GT



NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications. May require alignment after installation.

2013 COBRA JET SPRING KIT



M-5300-RA

- Improved performance and stance compared to prior offerings
- Allows full range of adjustment with M-5649-CJ Stock Cobra Jet Rear Suspension
- Excellent upgrade for 2008-2012 Cobra Jet or any 2005-2013 Mustang set up for drag racing
- As used on the 2013 Mustang Cobra Jet program
- Made exclusively for Ford Performance by Eibach® with proprietary Ford Performance specifications
- Replaces M-5300-R Cobra Jet Spring Kit with new rate and ride height for rear springs

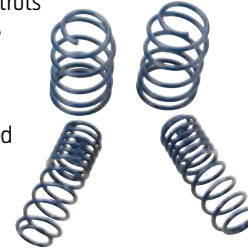


2005-2014 MUSTANG GT COUPE 1.5" LOWERING SPRINGS



M-5300-K

- Fits 2005-2010 Mustang GT Coupe
- Fits 2011-2014 Mustang GT Coupe when used with M-18183-C Upper Strut Mounts and M-18000-A Shocks/Struts or M-18000-C Adjustable Shocks/Struts
- Gives a more aggressive-looking stance as well as increased handling dynamics
- Lowers car approximately 1.5"
- Progressive spring, designed for increased handling and performance
- Use with M-18000-A, M-18000-C and M-5490-A for optimum performance
- M-5570-A Mustang Jounce Bumper Kit recommended with installation of springs
- May cause slightly harsher ride compared to stock springs
- M-18183-C Strut Mounts recommended for 2005-2010 Mustang GT



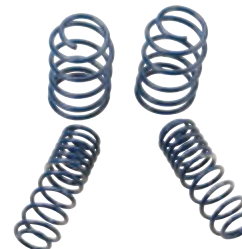
NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications. May require alignment after installation.

2005-2014 MUSTANG V6 COUPE 1" LOWERING SPRINGS



M-5300-N

- Fits 2005-2010 Mustang V6 Coupe
- Fits 2011-2014 Mustang V6 Coupe when used with M-18183-C Upper Strut Mounts and M-18000-A Dampers
- Gives a more aggressive-looking stance as well as increased handling dynamics
- Lowers car approximately 1"
- Progressive spring, designed for increased handling and performance
- M-5570-A Mustang Jounce Bumper Kit recommended with installation of springs
- May cause slightly harsher ride compared to stock springs
- M-18183-C Strut Mounts recommended



NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications. May require alignment after installation.

2012-2013 BOSS 302 LOWERING SPRINGS

M-5300-T

- Fits 2012-2013 Mustang BOSS 302 and BOSS 302 Laguna Seca edition
- Gives a more aggressive-looking stance as well as increased handling dynamics
- Lowers car approximately 15 mm (.6") front and 35 mm (1.375") rear
- Includes M-5570-A Mustang Jounce Bumper Kit
- May cause slightly harsher ride compared to stock springs

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications. May require alignment after installation.



2007-2012 MUSTANG SVT SWAY BAR KIT



M-5490-B

- Sway bar kit designed for increased handling and performance on 2007-2012 Shelby GT500 Coupe
- Front bar: 35 mm, tubular; rear bar: 24 mm, solid
- Designed to be used with M-18000-C Dampers, M-5300-L Springs and M-20201-C Brace (2007-2009 only)
- Includes all mounting hardware

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications.

2005-2014 MUSTANG GT COUPE SWAY BAR KIT



M-5490-A

- Sway bar kit designed for increased handling and performance on 2005-2014 Mustang GT Coupe
- Best when used with M-18000-A or M-18000-C Struts/Shocks and M-5300-K Springs (1.5" drop) or M-5300-P Springs (1" drop)
- Includes all mounting hardware

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications.

- For replacement bushings, use M-5490-BKA Bushing Kit

2005-2014 MUSTANG V6 COUPE SWAY BAR KIT



M-5490-C

- Sway bar kit designed for increased handling and performance on the 2005-2014 Mustang Coupe V6
- Front bar diameter: 35 mm, tubular; rear bar diameter: 20.64 mm, solid
- Designed to be used with M-5300-N and M-18000-A
- Includes all mounting hardware

NOTE: Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications.

2005-2014 MUSTANG GT CONVERTIBLE SWAY BAR KIT



M-5490-D

- Sway bar kit designed for increased handling and performance on 2005-2014 Mustang GT Convertible
- Best when used with M-18000-A Struts/Shocks or M-18000-C Adjustable Struts/Shocks
- Includes all mounting hardware

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications.



BUSHING KITS

M-5490-BKA

- Includes all the bushings to rebuild the M-5490-A Sway Bar Kit
- Urethane bushings should be checked every 12 months of use

M-5490-BKB

- Includes all the bushings to rebuild the M-5490-B Sway Bar Kit
- Urethane bushings should be checked every 12 months

M-5490-BKC

- Includes all the bushings to rebuild the M-5490-C or M-5490-D Sway Bar Kit
- Urethane bushings should be checked every 12 months



COMPLETE HARDWARE KITS

M-5490-HWA

- Includes all the hardware and bushings to rebuild the M-5490-A Sway Bar Kit
- Sway bars not included

M-5490-HWB

- Includes all the hardware and bushings to rebuild the M-5490-B Sway Bar Kit
- Sway bars not included

M-5490-HWC

- Includes all hardware and bushings to rebuild the M-5490-C and M-5490-D Sway Bar Kit
- Sway bars not included



REPLACEMENT SWAY BAR LINK

M-5490-LINKA

- Includes one sway bar link with bushings
- Fits M-5490-A Sway Bar Kit

M-5490-LINKB

- Includes one sway bar link with bushings
- Fits M-5490-B Sway Bar Kit

M-5490-LINKC

- Includes one sway bar link with bushings
- Fits M-5490-C Sway Bar Kit



FORD MUSTANG

2005-2009 MUSTANG GT COUPE FRONT LOWER A-ARM BRACE UPGRADE KIT



M-5025-A

- Fits 2005-2009 Mustang GT Coupe
- Original equipment on convertible and 2007-2009 Shelby GT500
- Increases chassis stiffness



2005-2014 MUSTANG V6 STRUT TOWER BRACE

M-20201-F

- Fits 2005-2014 Mustang V6
- Silver powdercoated with etched "Ford Racing" Logo
- Parallel beam design for added rigidity

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications.



2005-2010 MUSTANG GT FRONT LOWER CONTROL ARM UPGRADE KIT

M-3075-E

- Fits 2005-2010 Mustang GT built on or before 8/3/09 with 18 mm ball joint shaft
- Original equipment on 2007-2009 Shelby GT500
- Increased strength ball joints
- Kit contains 1 RH and 1 LH lower control arm assembly

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications.



2005-2014 MUSTANG FRONT STRUT MOUNT UPGRADE (PAIR)

M-18183-C

- Original equipment on the 2011-2014 Shelby GT500 Coupe
- Fits 2005-2010 Mustang V6/GT and 2007-2014 Shelby GT500
- Will fit 2011-2014 Mustang V6 when used with M-18000-A or M-18000-C Ford Performance Dampers and M-5300-N Springs
- Will fit 2011-2014 Mustang GT when used with M-18000-A or M-18000-C Ford Performance Dampers and M-5300-K or M-5300-P Springs
- Increased durometer over base strut mount



2005-2014 MUSTANG GT STRUT TOWER BRACE



M-20201-S197

- Fits 2005-2010 Mustang GT without engine dress-up cover
- Fits 2011-2014 Mustang GT with engine dress-up cover
- Parallel beam design for added rigidity
- Black powdercoated
- Stainless steel "Ford Racing" emblem
- Does not fit V6, supercharged Mustang GT, or 2005-2010 Mustang GT with intake shroud
- Does not fit with M-9424-463V Intake Manifold

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications.



2011-2014 MUSTANG FRONT CONTROL ARM KIT W/EXTENDED BALL JOINT

M-3075-RA

- Service replacement for 2013 Mustang BOSS 302S race car
- Fits 2011-2014 Mustang
- Ball joint is 19.2 mm longer than stock; offers improved geometry for track use
- Threaded ball joint for easy replacement
- M-5638-C Front Control Arm Bushing Kit and M-3130-R4 Bump Steer Kit recommended
- Off-road use only



1979-1993 MUSTANG/CAPRI FRONT LOWER CONTROL ARM KIT



M-3075-A

- Fits 1979-1993 Mustang/Capri
- Kit includes LH and RH lower control arm assemblies (produced on original Ford production tooling), greasable ball joint, ball joint boot, grease fittings, nut and cotter pin
- Dramatically improves impact harshness qualities of vehicle on early Fox bodies (1979-1984)
- Recommended when heavy-duty suspension components are added
- Fits other Fox bodies:
 - 1978-1982 Fairmont/Zephyr
 - 1980-1982 Thunderbird/Cougar
 - 1981-1982 Granada/Monarch
 - 1983-1985 LTD/Marquis
- Made in the USA!



MUSTANG ROAD RACE REAR LOWER CONTROL ARM BUSHINGS

M-5638-A

- Service replacement part for Mustang FR500C and BOSS 302R race car
- Replacement bushings for rear lower control arms
- Includes eight bushings and four sleeves



2005-2014 MUSTANG COMPETITION FRONT BUSHING KIT

M-5638-C

- Front lower control arm bushing kit for 2005-2014 Mustang
- Original equipment on 2013 Mustang Cobra Jet and Mustang BOSS 302S
- Fits Mustang BOSS 302R, FR500C, FR500S, 2005-2014 Mustang GT, V6, Shelby GT500 and 2012-2013 Mustang BOSS 302
- Rear bushings are smaller and lighter than production – ideal for header access
- Low drag Delrin®/aluminum forward bushings removes the bushing as a damping force
- Increased stiffness for minimal suspension deflection and increased steering response
- Off-road use only!!



MUSTANG FR500C REAR UPPER CONTROL ARM BUSHINGS

M-5638-R

- Service replacement for the Mustang FR500C race car
 - Includes bushings and sleeve for upper rear control arm
 - Increased durometer bushing for precise handling and control
- NOTE:** Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications.



2005-2014 MUSTANG V6/BOSS/GT/SHELBY GT500 HUB KIT WITH ARP® STUDS

M-1104-A

- Service replacement part for the Mustang FR500S BOSS 302S race car
 - Fits 2005-2014 Mustang V6, BOSS, GT, Shelby GT500
 - Equipped with M-1107-A ARP® Front Wheel Studs
 - Kit includes:
 - One pair of upgrade hubs with 3" ARP® studs
 - New hub nut
 - 3" ARP® stud specifications: wheel stud style press-in thread size 1/2"-20 RH, knurl diameter .549", under head length 3.315"
- NOTE:** For replacement open-end wheel lug nuts, see M-1012-G.



WHEEL NUTS (5-PACK)

M-1012-G

- Service replacement for the Mustang FR500S and BOSS 302S race car
- 1/2"-20 thread plated steel cone seat lug nuts
- Open-ended for use with long wheel studs
- 13/16" hex
- Fits 2005-2014 Mustang and most other 1/2"-20 applications



FORD MUSTANG

MUSTANG FR500C TIE ROD END

M-3130-R2

- Service replacement tie rod end for the Mustang FR500C race car
- Extended stud for proper bump steer
- Greaseable with high temp dust boot
- For track use only
- Replaces M-3130-R



2005-2014 MUSTANG BUMP STEER KIT

M-3130-R4

- Service replacement for 2013 Mustang BOSS 302S race car
- Fits 2005-2014 Mustang
- Allows adjustment of bump steer after making changes to control arm geometry, control arm position or if you have significantly increased caster
- Kit includes pair of spherical rod ends, tapered stud, assortment of spacers and hardware
- Toe adjustments are easily made without tire removal
- Off-road use only

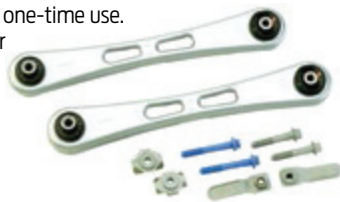


2005-2014 MUSTANG REAR LOWER CONTROL ARM UPGRADE KIT

M-5538-A

- Fits 2005-2011 Mustang GT, 2005-2014 Mustang GT with auto transmission, and 2005-2014 Mustang V6
- Standard equipment on 2007-2014 Shelby GT500, 2013-2014 Mustang GT with Track Pack, and 2011-2014 Mustang GT with manual transmission
- Increased bushing durometer and stiffness for high performance applications
- For race applications, see M-5649-S or M-5649-R1 Tubular Control Arm Kits

NOTE: Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications.



2005-2014 MUSTANG ADJUSTABLE PANHARD BAR

M-4264-A

- Service replacement part for the FR500S and BOSS 302R1 race car
- Fits 2005-2014 Mustang
- Also for use on NASA AI and AIX class S197 Mustang
- Allows adjustment to the rear suspension vs. the factory non-adjustable bar
- 1.125" O.D. x .095 wall thickness 4130 chrome moly bar
- Low-deflection urethane rod ends and steel sleeves
- Offset mounts allows bar to clear rear differential cover



2005-2014 MUSTANG TUBULAR REAR LOWER CONTROL ARM KIT – SPHERICAL BEARING

M-5649-S

- Service replacement part for 2012 Mustang BOSS 302S race car
- Fits 2005-2014 Mustang GT and 2007-2014 Shelby GT500
- Made from steel tube with high-strength spherical rod ends
- Increased stiffness for minimal suspension deflection
- Non-adjustable
- Off-road use only
- Great for use with M-5650-A Rear Control Arm Relocation Kit
- For street applications, see M-5538-A SVT Control Arm Kit
- For tubular control arms with urethane bushings, see M-5649-R1 Control Arm Kit



2005-2014 MUSTANG LOWER CONTROL ARM RELOCATION BRACKET

M-5650-A

- Service replacement for 2012 Mustang BOSS 302S race car
- Fits 2005-2014 Mustang GT and 2007-2014 Shelby GT500. Requires aftermarket lower control arms
- Bracket allows adjustment of rear lower control arm mounting point at axle housing
- Allows adjustment of instant center for optimum traction
- NOT compatible with production lower control arms
- Off-road use only



2005-2014 MUSTANG TUBULAR REAR LOWER CONTROL ARM KIT – URETHANE BUSHINGS

M-5649-R1

- Service replacement for the Mustang FR500C and BOSS 302R race car
- Fits all 2005-2014 Mustang V6, GT, Shelby GT500 and 2012-2013 BOSS 302
- Features low-deflection urethane bushings and tubular steel construction
- Increased stiffness for minimal suspension deflection
- The kit comes complete with bushings and sleeves and can be installed with basic shop tools
- Great for use with M-5650-A Rear Control Arm Relocation Kit
- Replacement urethane bushing/sleeve kit available M-5638-A
- For street applications, see M-5538-A SVT Control Arm Kit
- For tubular control arms with spherical bearing ends, see M-5649-S Control Arm Kit



2005-2010 MUSTANG V6 FRONT BRAKE UPGRADE KIT

M-2300-D

- Fits 2005-2010 Mustang V6
- Upgrades Mustang V6 11.5" front rotors to the larger Mustang GT 12.4" rotors for increased stopping power
- Uses existing calipers and brake pads
- Easy to install, no brake bleeding required
- For caliper clearance, requires 17" or larger 2005-2014 Mustang GT wheels such as M-1007-T178B, M-1007-T178S, M-1007-S1885B and M-1007-DC1895



1994-2004 MUSTANG GT REAR BRAKE BRACKET UPGRADE KIT

M-2300-M

- Used to install Mustang Cobra, Mach 1 or Special Edition rear calipers on a 1994-2004 Mustang GT
- Kit includes production 11.65" rotors, caliper mounting brackets, moan braces, dust shields and dust shield bolts



1994-2004 MUSTANG COBRA "R" FRONT BRAKE UPGRADE KIT

M-2300-X

- Front brake upgrade for 1994-2004 Mustang GT and 1994-2004 Cobra
- Original equipment on 2000 Mustang Cobra R
- Kit includes Brembo® 4-piston calipers, braided stainless brake lines, hardware and upgraded slotted 13" rotors
- May require larger wheels



NOTE: 1994-1995 Mustang GT requires 1994 Cobra master cylinder.

2005-2014 MUSTANG 6-PISTON 15" BRAKE UPGRADE KIT W/2-PIECE ROTORS

M-2300-TA

- Fits 2013-2014 Shelby GT500
- Fits 2005-2014 Mustang GT Coupe
- Fits 2012-2013 BOSS 302
- Front features: 15" Brembo® 2-piece vented brake rotors and 6-piston Brembo® aluminum calipers (gloss black finish)
- Rear features: 13.8" Brembo® vented brake rotors, single-piston calipers and rear axle caliper brackets.
- Includes production front brake hoses, front and rear brake pads, front tie rod heat shields and installation hardware
- Requires Ford Performance M-1007-SA199, M-1007-SA1910, M-1007-DC199LGB, M-1007-SA1995MB Wheels or M-1007KIT-DC19910LGB, M-1007KIT-DC199CH, M-1007KIT-DC199LGB, M-1007KIT-SA199, M-1007KIT-SA19910 Wheel Kits or equivalent for caliper clearance
- Kit also clears track use only M-1007-R1895, M-1007-R1810 Wheels and M-1007-R1895S 18" Mustang Ford Performance/BBS Race Wheels
- Off-road use only!



2005-2014 MUSTANG GT 14" SVT BRAKE UPGRADE KIT

M-2300-S

- Fits 2005-2014 Mustang GT (ABS only)
- Kit will upgrade the front brakes to 2007-2012 Shelby GT500 14" rotors and 4-piston Brembo® calipers
- Includes Shelby GT500 rear pads for use in stock Mustang GT rear calipers
- Includes Goodridge® DOT 4-piece stainless steel hose kit and attaching parts
- Requires 18" M-1007-DC1895, M-1007-S1895, M-1007-S1895B1 or 19" M-1007-DC199B, M-1007-SA199 or M-1007-DC199LGB Ford Performance Wheel or equivalent for caliper clearance
- Kit also clears track use only M-1007-R1895 and M-1007-R1895S 18" Mustang Race Wheels



2005-2014 MUSTANG GT 14" SVT BRAKE UPGRADE KIT W/2-PIECE ROTORS

M-2300-SA

- Fits 2005-2014 Mustang GT (ABS only)
- Kit will upgrade the front brakes to Ford Performance 2-piece 14" brake rotors and 4-piston Brembo® calipers
- Includes Shelby GT500 rear pads for use in stock Mustang GT rear calipers
- Includes Goodridge® DOT 4-piece stainless steel hose kit and attaching parts
- Requires 18" M-1007-DC1895, M-1007-S1895, M-1007-S1895B1 or 19" M-1007-DC199B, M-1007-SA199 or M-1007-DC199LGB Ford Performance Wheel or equivalent for caliper clearance
- Kit also clears track use only M-1007-R1895 and M-1007-R1895S 18" Mustang Race Wheels



2005-2014 MUSTANG 6-PISTON 15" BRAKE UPGRADE KIT

M-2300-T

- Original equipment on 2013-2014 Shelby GT500
- Fits 2005-2014 Mustang GT Coupe
- Fits 2012-2013 BOSS 302
- Front features: 15" Brembo® vented brake rotors and 6-piston Brembo® aluminum calipers (gloss black finish)
- Rear features: 13.8" Brembo® vented brake rotors, single-piston calipers and rear axle caliper brackets
- Includes production front brake hoses, front and rear brake pads, front tie rod heat shields and installation hardware
- Requires Ford Performance M-1007-SA199, M-1007-SA1910, M-1007-DC199LGB, M-1007-SA1995MB Wheels or M-1007KIT-DC19910LGB, M-1007KIT-DC199CH, M-1007KIT-DC199LGB, M-1007KIT-SA199, M-1007KIT-SA19910 Wheel Kits or equivalent for caliper clearance
- Kit also clears track use only M-1007-R1895, M-1007-R1810 Wheels, and M-1007-R1895S 18" Mustang Ford Performance/BBS Race Wheels
- Off-road use only!



FORD MUSTANG

2013-2014 MUSTANG SHELBY GT500 15" 2-PIECE BRAKE ROTOR (PAIR)

M-1125-MSVT15

- Fits 2013-2014 Mustang Shelby GT500
- Also fits 2005-2014 Mustang equipped with M-2300-T Brake Kit
- Great brake upgrade for performance driving events
- Works with factory 2013-2014 Shelby GT500 six-piston caliper
- Includes pre-assembled brake rotor hat, brake rotor and hardware
- Saves 10 lbs of unsprung rotating mass compared to the factory rotors
- Rotor machined to Ford Performance specifications
- Tested and developed by SVT, Brembo® and Ford Performance during 2013 Shelby GT500 development
- Engineered for long life and optimum performance
- Includes two rotors



2007-2012 MUSTANG SHELBY GT500 14" 2-PIECE BRAKE ROTOR (PAIR)

M-1125-MSVT14

- Fits 2007-2012 Mustang Shelby GT500, 2012-2013 BOSS Mustang, 2011-2014 factory Brembo® package and Mustang equipped with M-2300-S
- Great brake upgrade for performance driving events
- Works with factory Brembo® 4-piston caliper
- Includes pre-assembled brake rotor hat, brake rotor and hardware
- Rotor machined to Ford Performance specifications
- Engineered for long life and optimum performance
- Includes two rotors



2005-2014 MUSTANG HIGH-PERFORMANCE BRAKE COOLING SHIELDS

M-20045-MSVT

- Fits 2005-2014 Mustang GT, Mustang V6 and 2007-2012 Shelby GT500
- Protects tie rod end from heat while improving heat dissipation from front brakes
- Perfect for high-performance track use
- Replaces factory dustshield
- Original equipment on 2013-2014 Mustang Shelby GT500



2013-2014 MUSTANG BOSS 302S BRAKE DUCT

M-2004-MR

- Fits 2013-2014 Mustang BOSS 302S and 302R race car
- Rivets behind 2013 BOSS Mustang front fascia
- Thermoformed ABS black plastic



2005-2014 MUSTANG BRAKE LINE UPGRADE KIT

M-2078-MB

- Brake line kit used on 2012-2013 Mustang BOSS 302
- Fits 2005-2014 Mustang GT
- Fits 2005-2014 Mustang GT with Brembo® package
- Fits 2007-2012 Shelby GT500
- Fits 2011-2014 Mustang V6
- Low expansion rubber lines for improved brake response
- Front and rear lines included



9" DRUM BRAKE BACKING PLATE KIT

M-2209-B

- Used with M-1126-B Brake Drum
- 11" x 2.25" brakes for late model 9" axle housing
- 1" diameter wheel cylinder
- 3.150" center pilot hole
- .381" attaching bolt holes
- 3.56" x 2" attaching bolt pattern
- Service parts, 1985 F-150
- Kit includes 2 new assembled backing plates with brake shoes, wheel cylinder, self-adjuster, parking brake and springs
- Sold in pairs



11" X 2.25" BRAKE DRUM

M-1126-B

- Brake drum for 9" axle M-2209-B Backing Plate Kit
- 5 on 4.5" bolt circle
- Axle center pilot hole 2.780"
- Sold individually
- Wall thickness at hub .125"
- Backspacing from outer edge to hub area 3.575"



BRAKE PROPORTIONING VALVE

M-2328-C

- Compact, light-weight (.5 lb) aluminum brake proportioning valve
- "Kneepoint" is adjustable from 100 to 1000 psi
- Inlet and outlet ports have 1/8"-27 NPT threads for maximum installation flexibility



ADJUSTABLE PARKING BRAKE CABLE

M-2810-A

- Front parking brake cable for the M-2300-F and M-2300-K Brake Kits



FORD MUSTANG

2013-2014 BOSS LAGUNA SECA FRONT SPLITTER KIT

M-16601-MBA

- Original equipment on 2013 BOSS 302 Laguna Seca and BOSS 302S
- Fits 2013-2014 Mustang GT California Special and 2013 BOSS 302 with M-17A626-MB Splitter Kit Bracket
- Fits 2013-2014 Mustang GT and V6 with M-16601-MBKIT Install Kit
- Service replacement for 2013 BOSS 302 Laguna Seca and BOSS 302S
- Increases front downforce for road racing and open track applications
- Splitter made from durable ABS material
- Brackets are black powdercoated
- Includes splitter and installation hardware
- Off-road use only



2013-2014 MUSTANG GT/V6 FRONT BOSS SPLITTER KIT

M-16601-MBKIT

- Fits 2013-2014 Mustang GT (non-California Special) and 2013-2014 Mustang V6
- Original equipment on 2013 BOSS 302
- Required to install M-16601-MBA 2013 BOSS Laguna Seca Front Splitter Kit on 2013-2014 Mustang GT and Mustang V6
- Includes 2013 BOSS 302 lower grill insert, 2013 BOSS 302 lower deflector, 2013 BOSS 302 upper splitter and fasteners
- M-17A626-MB Bumper Beam Bracket also included for install of M-16601-MBA Laguna Seca Front Splitter Kit



2010-2012 MUSTANG GT FRONT SPLITTER SERVICE KIT

M-16601P-MB

- Fits 2010-2012 Mustang GT with GT/CS or BR3Z-17626-AB BOSS Lower Fascia Insert
- Increases front downforce for road racing and open track applications
- Splitter made from durable ABS material
- Does not include M-17A626-MB Bumper Beam Bracket
- Off-road use only



2010-2012 MUSTANG GT WORLD CHALLENGE SPLITTER KIT

M-16601-S

- Fits 2010-2012 Mustang GT with BR3Z-17626-AB Ford Accessories Lower Grille
- Improves front downforce for road racing and open track applications
- Splitter made from durable ABS material
- Kit includes splitter bracket and install hardware
- Off-road use only



BOSS 302S FRONT SPLITTER HARDWARE KIT

M-16601H-S

- Service hardware kit for BOSS 302S race car front splitter
- Hardware kit includes fasteners and support rods for M-16601-S Splitter
- Does not include fasteners for M-17A626-MB Bracket

2010-2012 MUSTANG GT FRONT SPLITTER KIT

M-16601-MB

- Fits 2010-2012 Mustang GT with GT/CS or BR3Z-17626-AB BOSS Lower Fascia Insert
- Increases front downforce for road racing and open track applications
- Splitter made from durable ABS material
- Brackets are black powdercoated
- Includes M-16601P-MB Splitter and M-17A626-MB Bracket and Installation Hardware
- Off-road use only



2010-2012 MUSTANG GT LAGUNA SECA SPLITTER KIT

M-16601-MBKITA

- Includes all parts to transform the front lower fascia of your 2010-2012 GT (non-California Special) into a 2012 BOSS Laguna Seca lower front fascia with splitter
- For 2010-2012 Mustang GT California Special, only M-16601-MB is required to add Laguna splitter
- Original equipment on 2012 Mustang BOSS Laguna Seca
- Includes 2012 BOSS 302 lower grill insert, 2012 BOSS 302 Laguna Seca lower deflector, 2012 BOSS 302 Laguna Seca upper splitter and fasteners, and M-17A626-MB Laguna Splitter Bracket
- Increases front downforce for road racing and open track events
- Splitter made from durable ABS material
- Brackets are black powdercoated



FORD PERFORMANCE MUSTANG SPLITTER KIT BRACKET

M-17A626-MB

- Bracket used to attach M-16601-MB, M-16601-MBA, M-16601-MBKITA and M-16601-S Mustang Splitter Kit to 2010-2014 Mustang front bumper beam
- Black powdercoated metal construction
- Original equipment on 2012-2013 BOSS 302 Laguna Seca



2010-2012 SPLITTER HARDWARE KIT

M-16601H-MB

- Service hardware for BOSS 302 front splitter as used on BOSS 302 Laguna Seca and M-16601-MB 2010-2012 Splitter Kit



ALUMINUM AND URETHANE SPECIAL EDITION MUSTANG PEDAL COVER



- M-2301-A** Accelerator pedal cover
- M-2301-B** Brake or clutch pedal cover (1 per package)
- M-2301-C** Left-foot dead pedal cover
- Fits 1994-2004 Mustang
- Direct replacement for stock pedal
- Easy to install, no drilling required
- Brushed aluminum finish with urethane knobs for better grip
- Custom styling for the muscle car enthusiast



2005-2014 MUSTANG REAR SEAT DELETE KIT WITH GREY X-BRACE

M-6346612-B

- Fits 2005-2014 Mustang GT and V6 Coupe, and 2007-2014 GT500 Coupe
- Original equipment on 2013 Mustang BOSS 302 Laguna Seca
- Includes X-brace, trunk-end trim panel and center luggage cover
- No cutting or welding required
- Kit includes all hardware
- Off-road use only!



FORD CUSTOM SILL PLATES

Customize your sill plates with your name, a message or any of our official Mustang logos.

- Works with 2005 and newer model year Mustang
- Compatible with ambient lighting-equipped Mustang
- Add your own name or statement, up to 22 characters
- Choose from many logos
- Quick, DIY installation
- Contains fully assembled driver- and passenger-side sill plates
- Resistant to scratching and scuffing
- Protected from UV fading
- Tested to OEM engineering standards
- Direct OEM replacement part
- Available in black, stone and dove



2005-2009 MUSTANG SVT REAR SPOILER



M-16600-SVTC

- Fits 2005-2009 Mustang GT
- Original equipment on 2007-2009 Mustang SVT
- Fits into existing Mustang GT spoiler bolt holes
- No drilling required when installed on Mustang GT with factory spoiler
- Must be painted to match color of car



MODIFIED 2013 BOSS 302S GRILLE

M-8200-MBRA

- Fits 2013 Mustang BOSS 302
- Production front grille on 2013 Ford Performance Mustang BOSS 302S race car
- Modified grille insert increases airflow to the radiator
- Fog light openings cut out and filled with heavy-duty wire mesh
- Flat black finish

2012 MUSTANG BOSS 302S FRONT GRILLE

M-8200-MBR

- Fits 2010-2012 Mustang GT and 2012 Mustang BOSS 302
- Production front grille on Ford Performance Mustang BOSS 302S race car
- Modified grille insert increases airflow to the radiator
- Fog light openings cut out and filled with heavy-duty wire mesh
- Accepts stock BOSS 302 Mustang grille emblem
- Flat black finish



FORD RACING WINDSHIELD BANNER



M-1820-M

- Windshield banner designed to fit a 2005-2014 Mustang
- Die-cut white lettering that will easily attach to a properly prepared windshield
- 50" long banner with 2" tall "FORD RACING" block lettering



FUEL INJECTION

CONTROL PACK – 2013 3.5L ECOBOOST® MANUAL TRANSMISSION

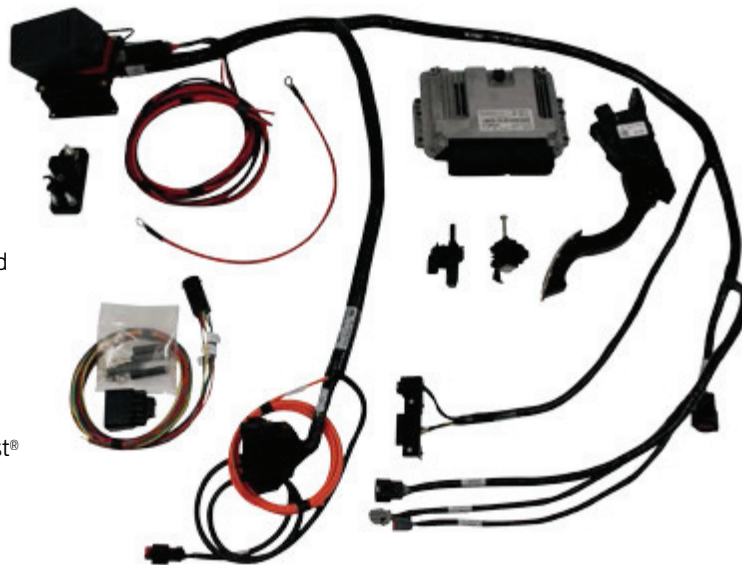
NEW

M-6017-35CNTRL

- Wiring and engine controller for 3.5L EcoBoost® with manual transmission
- Designed to run the M-6007-35T Crate Engine
- Includes PCM with Ford Performance calibration
- Includes electronic throttle control accelerator pedal – eliminates throttle cable routing problems
- Unique control pack harness replaces stock body harness and is designed for street rod installation
- Features OBD-II diagnostic port to assist in vehicle calibration upload and problem diagnosis
- Includes power distribution module
- PCM with Ford Performance calibration requires return-type fuel system, will not work with returnless fuel system

NOTE: Installation of this PCM in any originally equipped 3.5L EcoBoost® vehicle will result in a no-start condition.

For 2.0L Control Packs, see page 90



CONTROL PACK 4.6L 3V MANUAL TRANSMISSION

Proudly Made
in the
USA

M-6017-463V

- Take the complexity and mystery out of wiring a late model 4.6L 3V engine!
- Designed to run the 2005-2010 Mustang GT 4.6L 3V engine with stock camshafts and manual transmission
- Includes PCM with Ford Performance calibration
- Includes M-9603-GTB Ford Racing Cold Air Kit minus the ProCal tool (PCM included with the control pack already contains the Ford Performance calibration)
- Includes electronic throttle control accelerator pedal – eliminates throttle cable routing problems

- Unique body harness replaces stock body harness and is designed for street rod installation
- Features OBD-II diagnostic port to assist in vehicle calibration upload and problem diagnosis
- Includes unique downsized power distribution module, inlet tube, MAF sensor with bolts and EGO sensors
- PCM with Ford Performance calibration requires return-type fuel system, will not work with returnless fuel system

NOTES:

- Installation of this PCM in a 2005-2010 Mustang GT will result in a no-start condition. See "Tip sheets" for more tech tips about EFI.
- Requires 2007-2009 Mustang GT manual transmission engine harness.



CONTROL PACK 5.4L 4V SUPERCHARGED MANUAL TRANSMISSION



M-6017-54SC

- Take the complexity and mystery out of wiring a late model 5.4L 4V supercharged engine!
- Designed to run 2007-2012 Shelby GT500 engine
- Includes M-9603-SVT07 Ford Racing Cold Air Kit minus the ProCal tool (PCM included with the control pack already contains the Ford Performance calibration)
- Includes electronic throttle control accelerator pedal – eliminates throttle cable routing problems
- Unique body harness replaces stock body harness and is designed for street rod installation
- Features OBD-II diagnostic port to assist in vehicle calibration upload and problem diagnosis
- Compatible with 2007-2009 Shelby GT500 engine harness; 2010-2012 Shelby GT500 engines require M-12B637-A54SC Engine Harness
- Includes unique downsized power distribution module, inlet tube, MAF sensor with bolts, EGO sensors, thermostat housing with hoses and an integrated intercooler pump relay
- PCM with Ford Performance calibration requires return-type fuel system, will not work with returnless fuel system

NOTE: Installation of this PCM in a 2007-2012 Mustang SVT will result in a no-start condition. See "Tip sheets" for more tech tips about EFI.



CONTROL PACK 5.4L 4V SUPERCHARGED ENGINE HARNESS UPDATE KIT

M-12B637-A54SC

When installing a 2010-2012 Mustang SVT 5.4L engine, this engine harness is required with the M-6017-54SC 5.4L Control Pack.

CONTROL PACK 2011-2014 5.0L 4V COYOTE MANUAL TRANSMISSION



M-6017-A504VA

- Replaces M-6017-A504V Control Pack
- Adds wiring for speed dial transmission output speed signal
- Take the complexity and mystery out of wiring a late model 5.0L 4V Coyote engine!
- Designed to run the M-6007-M50 and M-6007-A50NA 5.0L 4V Coyote Crate Engines with manual transmission. M-6007-A50SC, M-6007-A50XS and BOSS 302 Engines require modifications;
- Includes PCM with Ford Performance calibration, supercharged; M-6007-A50SC, M-6007-A50XS and BOSS 302 Engines require custom calibration
- Includes electronic throttle control accelerator pedal – eliminates throttle cable routing problems
- Unique control pack harness replaces stock body harness and is designed for street rod installation
- Features OBD-II diagnostic port to assist in vehicle calibration upload and problem diagnosis
- Includes power distribution module, air-box, inlet tube, MAF sensor and HEGO sensors
- PCM with Ford Performance calibration requires return-type fuel system, will not work with returnless fuel system

NOTE: Installation of this PCM in a 2011-2014 Mustang GT will result in a no-start condition.



FUEL INJECTION

CONTROL PACK 2015-2016 5.0L 4V COYOTE MANUAL TRANSMISSION



M-6017-504V

Take the complexity and mystery out of wiring a 2015-2016 5.0L Coyote engine!

- Designed to run the M-6007-M50A Crate Engine with manual transmission
- Includes PCM with Ford Performance calibration
- Includes electronic throttle control accelerator pedal – eliminates throttle cable routing problems
- Unique control pack harness replaces stock body harness and is designed for street rod installation
- Features OBD-II diagnostic port to assist in vehicle calibration upload and problem diagnosis
- Includes power distribution module, air-box, inlet tube, MAF sensor and HEGO sensors
- PCM with Ford Performance calibration requires return-type fuel system, will not work with returnless fuel system

NOTE: Installation of this PCM in a 2015-2016 Mustang GT will result in a no-start condition.



5.0L COYOTE ENGINE HARNESS



M-12508-M50

- Fits 2011-2014 Coyote 5.0L engine with BOSS 302 or CJ intake manifold
- 2/27/12 and newer BR3Z-6M280-D VCT Solenoids required
- Compatible with M-6017-A504V/A504VA Ford Performance Parts Control Pack
- Can be used as a core for stand-alone EFI installations
- Used on M-6007-A50XS Crate Engine

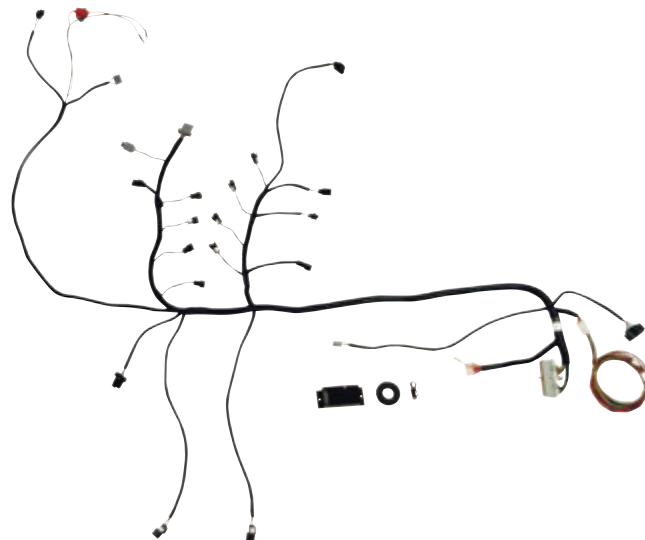


302/351W MULTIPOINT EFI WIRING HARNESS



M-12071-A50

- Direct fit on 1986-1993 H.O. engine
- Can be easily adapted to many other Ford V8 push rod engines
- Easy installation; uses a single connector for all required connections
- Kit consists of a single harness with integral connections for injectors and O2 sensors
- Fully loomed, from PCM to all sensors and injectors, to save time on installation
- Typical installation takes less than one hour
- Requires PCM (not included) from 1989-1993 Mustang 5.0L H.O.
- Compatible with engines using both H.O. and non-H.O. firing orders
- Provisions for electric fan control output
- Kit includes compact fuse and relay box, "Check Engine" light and all necessary grommets



PROPERLY SELECTING ELECTRONIC FUEL INJECTION COMPONENTS

One of the more commonly misunderstood aspects of Electronic Fuel Injection (EFI) is how to select the correct size fuel injectors, fuel pump and Mass Airflow (MAF) sensor for a particular engine horsepower output. The following information is intended to offer a very brief tutorial on properly selecting the most common EFI components.

FUEL INJECTORS

First and foremost, adding larger fuel injectors alone will NOT create extra horsepower! The purchase of larger fuel injectors should only be considered when your engine has exceeded the horsepower capacity of the existing fuel injectors, at which point larger injectors are then required to SUPPORT the additional horsepower. If you add larger-than-stock injectors to an otherwise stock engine, you should not expect any horsepower increase whatsoever. In fact, you will most likely create many drivability issues that were not present before the swap to larger injectors.



The nominal injection pressure for many Ford EFI systems is 39.15 psi (270kPa) “across the injector.” The term “across the injector” takes manifold pressure and fuel rail pressure into account, and is usually referred to as “delta pressure.” (See “Measuring Fuel Pressure” on pages 71-72 for more details.) Ford Performance’s fuel injectors are always rated at 39.15 psi delta, so the fuel injector sizing discussions found below will assume a fuel pressure of at least 39.15 psi delta.

There are some exceptions to the above-mentioned nominal injection pressure. In relatively recent years, emissions regulations have become so stringent that the government is now regulating the emissions output that gasoline vehicles are allowed to produce even when the engine is not running! This is referred to as “evaporative emissions” and results from unburned hydrocarbons (raw fuel) emitting into the atmosphere from the fuel tank, fuel lines, injector leakage, intake manifold, etc., when the engine is shut off. This is the fundamental purpose of the charcoal canister (and hydrocarbon trap in the air-box on many vehicles) and is also the reason that Ford and other manufacturers switched to the Returnless Fuel Systems (RFS) found in production vehicles today. These systems have only a fuel supply line from the tank to the engine, with no return line. The primary reason for these systems is that evaporative emissions increase as the temperature of the fuel in the tank increases. On a conventional return system, the fuel is sent to the engine through the supply line, and the excess is returned (via the mechanical fuel pressure regulator) to the tank through the return line. Since the engine is hot, this process heats up the fuel and thus increases evaporative emissions. To combat this, the returnless fuel systems were invented. Currently, Ford uses two primary types of RFS which are called Electronic Returnless Fuel System (ERFS) and Mechanical Returnless Fuel System (MRFS). The latter is the simpler of the two systems and controls the fuel rail to a constant pressure via a (non-vacuum referenced) regulator in the tank, which is typically set to 55 psi. The Powertrain Control Module (PCM) then calculates the pressure across the injector, either by inferring or measuring manifold pressure and subtracting from the calibrated rail pressure set-point. This is referred to as a Constant Rail Pressure (CRP) system. ERFS, on the other hand, has no mechanical regulator at all, but instead has a Fuel Rail Pressure Transducer (FRPT) mounted on the fuel rail that measures fuel rail pressure relative to manifold pressure and feeds that information back to the PCM. The PCM then controls the Fuel Pump Driver Module (FPDM), which in turn varies the voltage to the fuel pump (or pumps) in the tank to supply the correct pressure and flow rate to the injectors. Most of the time this pressure is maintained at 39.15 psi delta, but when the fuel temperature rises, this pressure can be boosted in order to delay the onset of boiling the fuel. Some vehicles also boost the pressure under some conditions in order to get away with using smaller flow-rate fuel injectors for various reasons beyond the scope of this tutorial. This is referred to as a Constant Injection Pressure (CIP) system. Both V6 and V8 Mustang used ERFS between 1999 and 2010 and MRFS from 2011 forward.

If you are trying to compare injector flow rates and you have flow data at one delta pressure, you can easily calculate the flow rate at a different delta pressure as follows:

Flow rate at new delta pressure = (flow rate at old pressure) x $\sqrt{\text{new pressure/old pressure}}$

Example: What is the flow rate for an injector at 43.5 psi if it is rated at 60 lb/hr at 39.15 psi?

Flow rate at 43.5 psi delta = $60 \times \sqrt{(43.5/39.15)}$ = **63.2 lb/hr**

You can use the following information to properly determine what size injectors are needed for various applications. For this example, we will use a naturally aspirated 5.0L V8 engine making 300 hp. Keep in mind that this is FLYWHEEL (also known as brake) horsepower, NOT wheel horsepower.

Engines require a certain fuel flow rate that is generally measured in lb/hr (pounds per hour) and can be calculated via knowledge of its Brake Specific Fuel Consumption (BSFC). By definition, BSFC represents how much fuel (in lb) is required per hour per each brake horsepower the engine produces. Most naturally aspirated production gasoline engines generally operate on a 0.42 to 0.52 lb/hp-hr BSFC at wide open throttle (WOT). High-performance gasoline and race engines (12.5:1 compression ratio and higher), which tend to be extremely efficient, can sometimes have a BSFC as low as 0.38 to 0.42. More clearly stated, this means that if you have a gasoline engine that makes 300 brake horsepower, its total maximum fuel requirement in lb/hr can be calculated as follows:

Fuel flow requirement = (brake horsepower) x (BSFC)

Example: A 300 hp naturally aspirated gasoline-powered V8 requires what size fuel injector?

First, assume a BSFC of 0.50 lb/hr and injection pressure of 39.15 psi across the injector.

$300 \text{ hp} \times 0.50 \text{ lb/hp-hr} = 150 \text{ lb/hr}$ maximum total fuel flow requirement

Since this is the total fuel flow requirement to the engine, we must now divide this by the number of injectors being used to determine the flow rate necessary for each injector so that you can select the correct size injector from this catalog. In this example, we have an 8-cylinder engine using 1 injector per cylinder, which gives: **150 lb/hr/8 injectors = 18.8 lb/hr per cylinder.**

FUEL INJECTION

PROPERLY SELECTING ELECTRONIC FUEL INJECTION COMPONENTS (continued...)

So, technically, the engine only needs a 19 lb/hr fuel injector to support 300 hp, but this will require that the injector is at nearly a 100% duty cycle in order to achieve this horsepower level. Duty cycle refers to how long the injector needs to be open (flowing fuel) in order to supply the required amount of fuel. If the injector needs a 100% duty cycle at a particular engine speed and load to inject enough fuel, that means it is open all the time. Under most conditions, fuel is injected when the intake valves are closed, which helps with fuel atomization and efficiency. If the injectors need to be on 100% of the time to supply enough fuel, this means that some fuel is being injected while the intake valves are open. Depending on the overlap of the cam in the engine, some of this unburned fuel can be blown right past the exhaust valve, or be poorly atomized, which makes for a less-efficient combustion process. Perhaps more importantly, operating a fuel injector between roughly 85% and 99% duty cycle does not give the injector sufficient time to close before it is commanded to open again. This can cause extreme variability in the amount of fuel actually injected, which can sometimes result in a rich condition. Similar issues exist at the low end of the flow region at extremely low duty cycles, but this is highly dependent on the type and flow rate of each model of injector. In this case, the injector does not have enough time to fully open before it is commanded to close again, which causes extreme variability that can result in a lean condition. For these reasons, we generally recommended selecting an injector with a flow rate sufficiently high that it will not be required to exceed an 85% duty cycle. So, to figure out what size fuel injector will result in an 85% duty cycle, divide the original result by 0.85: **18.75 lb/hr/0.85 = 22.1 lb/hr requirement.**

Since the next popular injector size available is 24 lb/hr, this is the correct size injector that you should choose for this particular application. Keep in mind that this discussion assumes your fuel pump, lines, regulator, etc., are sufficient to be able to maintain at least 39.15 psi across the injector at all engine speeds and loads (even under boost, if applicable). Now that you have selected an injector, the calibration (or "tune") in the PCM must either be changed or a different MAF must be used (see "Mass Airflow Sensors" on page 71 for more details).

This calculation can also be reversed to give the maximum safe hp a set of injectors can support, which gives:

$$\text{Max safe hp} = [(\text{injector size}) \times (\text{total \# of injectors}) \times (\text{max duty cycle})] / \text{BSFC}$$

Example: The following guide is a general rule of thumb for sizing fuel injectors on an 8-cylinder engine using a BSFC of 0.50. Forced-induction engines typically range from a BSFC of 0.55 to 0.65, with the latter value arising from the fuel enrichment necessary to keep exhaust temperatures below 1650 deg F and catalyst temperatures below 1750 deg F.

Naturally Aspirated: $(19 \text{ lb} \times 8 \times .85) / .50 = 258.4$ or approx 258 hp @ 85% duty cycle
Forced-Induction @ 0.55: $(19 \text{ lb} \times 8 \times .85) / .55 = 234.9$ or approx 235 hp @ 85% duty cycle
Forced-Induction @ 0.65: $(19 \text{ lb} \times 8 \times .85) / .65 = 198.8$ or approx 199 hp @ 85% duty cycle

Inj Flow Rate (@ 40 psid)

24 lb/hr
30 lb/hr
32 lb/hr
39 lb/hr
47 lb/hr
60 lb/hr
80 lb/hr

Naturally Aspirated hp (@ 0.50)

326 hp @ 85% Duty Cycle
408 hp @ 85% Duty Cycle
435 hp @ 85% Duty Cycle
530 hp @ 85% Duty Cycle
639 hp @ 85% Duty Cycle
816 hp @ 85% Duty Cycle
1088 hp @ 85% Duty Cycle

Forced-Induction hp (@ 0.65)

251 hp @ 85% Duty Cycle
314 hp @ 85% Duty Cycle
335 hp @ 85% Duty Cycle
408 hp @ 85% Duty Cycle
492 hp @ 85% Duty Cycle
628 hp @ 85% Duty Cycle
837 hp @ 85% Duty Cycle

Remember, the above calculations assume a fuel pressure of 39.15 psid. If you can raise fuel pressure and still be sure that your fuel pump can supply the desired flow rate, then these maximum horsepower numbers will increase.

FUEL PUMPS

Most EFI fuel pumps are rated for flow at 12 volts @ 40 psi. Most vehicle charging systems operate anywhere from 13.2V to 14.4V. Within limits, the more voltage you feed a pump (for a given current), the faster it spins, resulting in a higher output of fuel from the same fuel pump. Rating a fuel pump at 12V should offer a fairly conservative fuel flow rating allowing you to safely determine the pump's ability to supply an adequate amount of fuel for a particular application, assuming the gauge of wire feeding power to the pump is sufficient to carry the current required.

As previously mentioned, engines actually require a certain **mass** of fuel, NOT a certain **volume** of fuel per hour per horsepower. This can offer a bit of confusion since most fuel pumps are rated by volume, and not by mass. To determine the proper fuel pump required, a few mathematical conversions will need to be performed using the following information. There are 3.785 liters in 1 U.S. gallon, and 1 gallon of gasoline (0.72 specific gravity @ 65° F) weighs 6.009 lb.

An additional fact to consider regarding the BSFC is that the specific gravity of the fuel that you are using is very important. The fuel that you put in your car should only be obtained from a source which supplies fuel intended for an automobile. Some people make the mistake of using aviation fuel (sometimes referred to as "Av Gas"), thinking that the higher octane of this fuel may offer a performance gain. The problem is that TRUE aviation fuel has a much lower specific gravity (commonly as low as 0.62 to 0.65) than automotive grade fuel (0.72 to 0.76). As previously stated, an engine requires a certain **mass** of fuel per hour per horsepower, and 1 gallon of aviation gasoline has a lower mass than 1 gallon of automotive gasoline. Since the specific gravity of aviation gasoline is only about 90% that of automotive gasoline, all other things being equal, your engine will run approximately 10% lean by using aviation gasoline. Be sure to take the specific gravity and stoichiometric ratio of your desired fuel into consideration when sizing the fuel pump and injectors. Note that the stoichiometric ratio is highly fuel-dependent and should be obtained from the fuel supplier prior to performing any PCM calibration.

It is always a good idea to apply a safety factor to account for things such as pump-to-pump variability, voltage loss between the pump and the battery, etc., so we recommend you multiply the final output of the fuel pump by 0.90 to determine the capacity of the fuel pump at 90% output to be on the safe side.



PROPERLY SELECTING ELECTRONIC FUEL INJECTION COMPONENTS (continued...)

To determine the overall capacity of a fuel pump rated in liters per hour (L/hr), use the following additional conversions:

<i>Do:</i>	<i>To Get:</i>
(L/hr)/3.785	→ U.S. gallons/hr
Multiply above by 6.009 lb/gallon	→ lb/hr
Multiply above by 0.9	→ Capacity in lb/hr at 90%
Divide above by BSFC	→ "Horsepower capacity" (flywheel)

So, for a fuel pump rated at 110L/hr for example, supplying a naturally aspirated engine:

110/3.785	=	29.06 U.S. gallons/hr
29.06 x 6.009	=	174.62 lb/hr
174.62 x 0.90	=	157 lb/hr @ 90% capacity
157/0.50	=	314 hp safe naturally aspirated "horsepower capacity"

Safe "horsepower capacity" @ 40 psi with 12V assuming 0.5 lb/hp-hr BSFC

- 60L/hr pump = 95 lb/hr x 0.90 = 86 lb/hr, safe for up to 170 naturally aspirated flywheel hp
- 88L/hr pump = 140 lb/hr x 0.90 = 126 lb/hr, safe for up to 250 naturally aspirated flywheel hp
- 110L/hr pump = 175 lb/hr x 0.90 = 157 lb/hr, safe for up to 310 naturally aspirated flywheel hp
- 155L/hr pump = 246 lb/hr x 0.90 = 221 lb/hr, safe for up to 440 naturally aspirated flywheel hp
- 190L/hr pump = 302 lb/hr x 0.90 = 271 lb/hr, safe for up to 540 naturally aspirated flywheel hp
- 255L/hr pump = 405 lb/hr x 0.90 = 364 lb/hr, safe for up to 720 naturally aspirated flywheel hp

Very Important Note: For any type of forced-induction engine, the above maximum power levels will be reduced because as the boost pressure increases, the fuel pressure required from the pump also increases, creating an additional load to the fuel pump, which results in a decreased fuel flow rate at the higher pressure. In order to do proper fuel pump sizing for these applications, a fuel pump map is required, which shows flow rate versus delivery pressure for a given voltage. For example, a 255L/hr pump at 40 psi may only supply 200L/hr at 58 psi (40 psi plus 18 lbs of boost). Additionally, if you use a fuel supply line that is not large enough, this can result in decreased fuel flow due to the pressure drop. For example, 255L/hr at the pump may only result in 220L/hr at the fuel rail because as the required pressure increases (due to the pressure loss from the supply line restriction), the maximum flow rate of the pump decreases. Figure 1 shows an example fuel pump map for a pump assembly at a supply voltage of 13V.

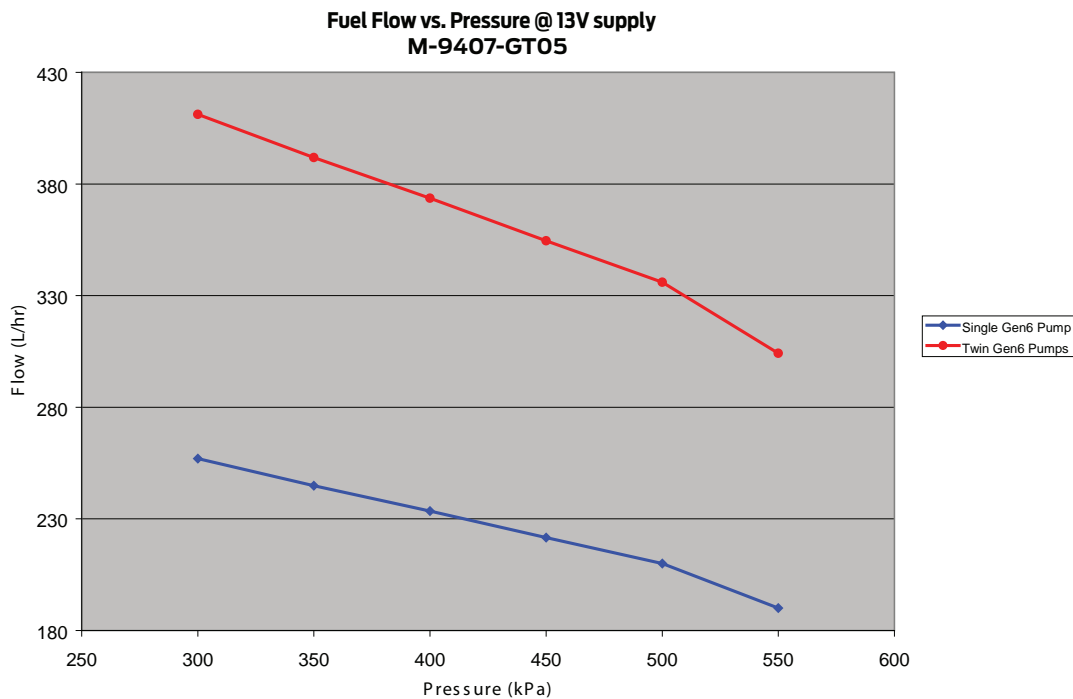


Figure 1

MEASURING FUEL PRESSURE

The above fuel pump sizing information should be regarded as a **guideline** in selecting the size of pump you need. Once installed in the car, you still need to **verify** that adequate fuel pressure (at least 39.15 psi across the injector) is maintained at all engine speeds and loads. Do not skip this fuel pressure verification step, as failure to maintain adequate fuel pressure can cause issues ranging from calibration difficulty to engine failure due to running lean.

PROPERLY SELECTING ELECTRONIC FUEL INJECTION COMPONENTS (continued...)



As mentioned earlier, all injector flow rates published in this catalog have been determined at a pressure of 39.15 psi (270kPa) across the injector, but to what does the phrase “across the injector” refer? To understand this fully, we first need to discuss three different methods of measuring pressure.

The first is called **absolute** pressure. This is defined as the pressure relative to a complete vacuum, such as would be found in outer space. For instance, atmospheric pressure (the air we breathe) is typically around 14.7 psi absolute (29.93inHg) at sea level, depending on temperature and weather conditions. An engine that has a vacuum signal of 12 “inches” simply means that the absolute pressure in the intake manifold is 12inHg less than the atmospheric pressure. When you subtract the 12inHg from the atmospheric pressure of 29.93inHg, you are left with a positive pressure of 17.93inHg, or roughly 9 psi absolute as compared to a complete vacuum. Sometimes you will see absolute pressure in psi written as “psia.”

The second is called **gauge** pressure, which is pressure relative to atmospheric pressure. In general, everyone is most familiar with gauge pressure, because it is what you measure when you check the air in your tires or when you connect a fuel pressure gauge to the fuel rail. An engine which makes 6 psi of boost at sea level is actually equivalent to 20.7 psi absolute ($14.7 + 6 = 20.7$). Sometimes you will see gauge pressure in psi written as “psig.”

The third is called **delta** pressure and is very much like gauge pressure, but instead of being relative to atmospheric, it can be relative to any other pressure, such as the pressure in the intake manifold. Sometimes you will see delta pressure in psi written as “psid.”

When we quote pressure “across the injector,” what we really mean is the delta pressure (or difference) between the fuel rail and the intake manifold. On CRP systems, the rail gauge pressure is constant while the delta pressure varies depending on manifold pressure. This means if a fuel pressure gauge is connected to the rail, the reading it gives will be constant. On CIP systems, the system controls the delta pressure, either by use of a mechanical regulator referenced to the intake manifold (in a traditional or “return” system), or by the use of the FRPT and the PCM (with ERFS). This means that if you connect a fuel pressure gauge to the fuel rail on one of these systems, you will see fuel pressure vary depending on intake manifold pressure. This is because the gauge is measuring gauge pressure, which is relative to atmospheric, but the EFI system is controlling the fuel rail pressure relative to intake manifold pressure which is changing depending on engine load (your right foot) among other things. On a naturally aspirated engine, the manifold pressure at idle is typically around 10 psia, and the manifold pressure at WOT will be atmospheric, so typically at the fuel rail you will see approximately 30 psig at idle and at least 39.15 psig at WOT, depending on whether or not you have ERFS and whether or not it is boosting pressure for one of the reasons mentioned in the previous section. On a forced-induction engine, the highest manifold pressure that the engine can reach will be atmospheric plus the maximum boost your configuration can obtain. This means that to keep 39.15 psid across the injector, the gauge pressure will have to increase by the same amount as the maximum boost. A couple of examples should make these concepts more clear. First, consider a naturally aspirated conventional return fuel (non-ERFS, non-MRFS) EFI system with a mechanical vacuum referenced regulator set at the stock pressure setting. The system will try to keep the pressure across the injector at 39.15 psid regardless of engine load, so if you have a fuel pressure gauge attached to the fuel rail, you will see a maximum pressure of 39.15 psig at WOT if the system is doing its job properly. Now consider a forced-induction engine making a maximum of 10 psig boost, also with a conventional EFI system and mechanical regulator set to the stock pressure setting. The system will still try to keep the pressure across the injector at 39.15 psi, so this time your fuel pressure gauge attached to the rail should read a maximum of $39.15 + 10 = 49.15$ psig. If it never gets to 49.15 psig at WOT, your fuel system is inadequate for your engine. You will need to either increase the capacity of the pump, minimize the voltage loss between the pump and the battery or decrease the pressure loss between the pump and the engine through the use of larger lines, etc., and re-test. Do NOT try to “tune around” this type of fuel delivery problem. It will bite you in the long run, and can result in hard-to-diagnose problems at best all the way to engine failure at worst. Note that during a WOT event, the fuel pump in the forced-induction engine must supply fuel at a higher pressure than in the naturally aspirated engine. As mentioned in the previous section, this means that the fuel pump supplying the forced-induction engine will have a lower maximum flow rate capability than the fuel pump supplying the naturally aspirated engine. This is a critical concept to grasp because it means that in general, **for engines with equal brake horsepower, the fuel pump supplying the forced-induction engine will need to have more capacity than the fuel pump supplying the naturally aspirated engine!**

PROPERLY SELECTING ELECTRONIC FUEL INJECTION COMPONENTS (continued...)

MASS AIRFLOW SENSORS

On EFI systems that use an MAF sensor, this is the single most important sensor on the engine for determining a proper Air/Fuel (A/F) ratio. Unfortunately, it is also one of the most misunderstood sensors on the engine, as well. The engine's air/fuel ratio and spark advance are determined by the PCM primarily from the input received from the MAF sensor. This is also why it is of critical importance that there are no air leaks (defined as air entering the intake stream between the MAF and the combustion chamber) in an MAF-based system. Air leaks can cause a "Check Engine" light, rough idling, stalling, spark knock, electronic throttle control failure mitigation modes, drivability issues, and in extreme cases, complete engine failure, depending on their magnitude.



As with fuel injectors, changing the MAF alone will not result in more horsepower on an otherwise stock engine. A different MAF sensor should only be considered after engine modification which either causes the stock sensor to become a flow restriction **or** when the stock MAF sensor electronics are insufficient to measure the airflow that the modified engine is capable of ingesting. This latter point is critical in understanding when an MAF needs to be replaced. It is possible to have two MAF sensors that are equal in size, but capable of different maximum power levels. This is because the electronics in each MAF are different and are capable of measuring different maximum airflow, despite the fact that the size of the MAF housing is the same. For example, you can have two different 90 mm MAF sensors but one will be capable of measuring 60 lb/min of air, while the other can measure, say, 100 lb/min of air. They both present the same airflow restriction (which is dictated primarily by their physical size) but they are definitely NOT interchangeable. So how do you know how much air your MAF needs to be capable of measuring? If you have an approximation of the engine's BSFC at WOT, as well as a target air/fuel ratio in mind, the amount of air that your MAF sensor needs to be capable of measuring (in lb/hr) can be calculated as follows. Note that this formula includes a safety factor of 10%.

Max airflow = 1.10 x (power x BSFC x A/F ratio)

Example: What is the max airflow a naturally aspirated 300 hp gasoline engine will ingest?

First, assume a BSFC of 0.50 lb/hp-hr and A/F ratio of 12:1.

Max airflow = 1.1 x (300 x 0.50 x 12) = **1980 lb/hr**

Now that we know the minimum size fuel injector and MAF that we need, we have to consider what the PCM will do with this new hardware. The two main methods of dealing with the installation of a new MAF and injectors are to either "trick" the PCM by careful selection of injectors and a "matched" MAF, or by changing the calibration in the PCM to match the MAF and injectors that you selected.

The first method requires an MAF sensor that has been "curved" to a certain flow rate of injector. For instance, let's say your engine originally came with 19 lb/hr injectors and you replaced them with 39 lb/hr injectors. To use this method, you will need an MAF with electronics that have been modified such that it will output a signal proportional to an airflow that is 19/39 times as great as the stock MAF would measure. This will result in the PCM delivering the correct amount of fuel despite the fact that the injector size has been increased from 19 lb/hr to 39 lb/hr. The downside of this method is that many other variables such as spark advance are determined from the MAF sensor through a parameter called "load." For a given engine rpm, as load increases, required spark advance decreases. Since, by using this method, the MAF outputs a signal that is lower than the stock MAF, the calculated load will also be lower. This means that commanded spark advance will be higher than it should be, which can potentially result in spark knock and other concerns. While this method works quite well on less-sophisticated electronics, such as the EEC-IV found in a Fox-body Mustang, it is not recommended for newer vehicles which have a much higher dependency on the calculated value of load.

The second and much preferred method requires the ability to alter the calibration inside the PCM. When using this method, the actual flow data for the injector (available on our website for all FRPP injectors), as well as the "transfer function" for the MAF, are entered into the calibration in the PCM. Generally, it is recommended to test the new calibration on a dynamometer to ensure that the engine receives the correct A/F ratio at all speeds and loads. Provided this is performed by a competent and experienced operator using proper equipment, this is by far the best method and will result in the best part-throttle drivability and idle, and the least amount of trouble with "Check Engine" lights, returnless fuel, electronic throttle monitors, transmission shifting, etc. Ford Performance upgrade kits and their associated calibrations are designed to work together seamlessly, taking much of the hard work out of upgrading the performance of your vehicle.

Prior to tuning on a dyno, you should be absolutely certain that the ground circuits for the EFI system are in pristine condition. Doing so will help to ensure that the calibration you and your tuner develop on the dyno will also work when you leave the shop. It can't be overstated that prior to the vehicle being tuned in any way, all vacuum leaks, electrical issues, etc., need to be resolved. Fixing them before you go to the dyno will always be cheaper than paying for dyno time while you're wrenching on your car.

FUEL INJECTION

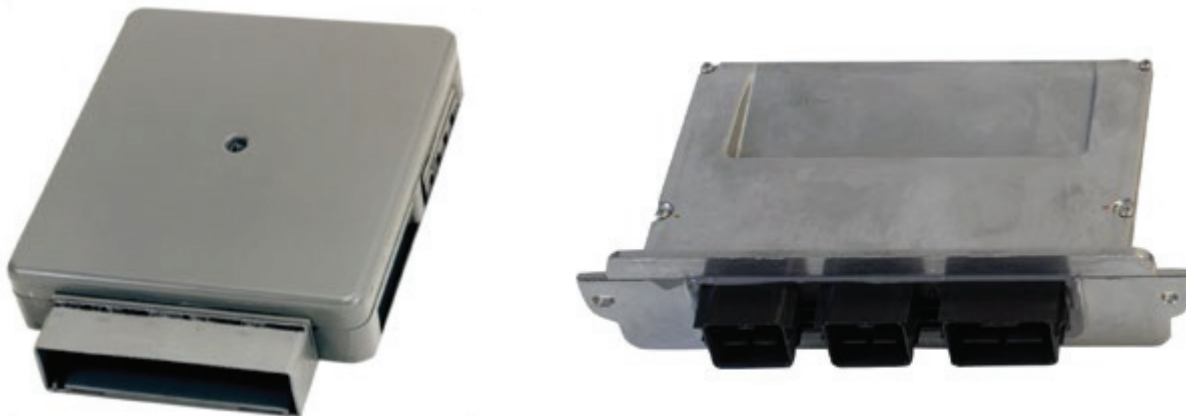
EFI SYSTEM TIPS

Always remember to disconnect the battery before doing any wiring on your vehicle!

ELECTRICAL GROUNDS

The single leading cause of most electrical problems is poor grounds.

Ideally, the ground for the fuel injection system should connect directly to the battery at the negative post. Using the steel chassis or engine block as a ground can create excessive resistance, causing the Powertrain Control Module (PCM) to function improperly.



An example of how a high ground or connection resistance can have very serious effects is as follows. This particular case applies to a 2005 Mustang GT, but can easily be extended to any electronically controlled Ford vehicle: consider the case where a PCM is reading an MAF sensor signal of 4.1V (due to a high ground or connection resistance) when it should really be reading 4.3V. This equates to a difference in measured air mass of 13%. That is, the MAF will be telling the PCM that there is 13% less air entering the engine than there really is. Let's say this happens at WOT, where air/fuel ratio is critical not only to performance, but also to engine durability. The result is that the actual air/fuel ratio can go from a safe 12.5:1 to a potentially damaging 14.1:1, just from a 0.2V change in the MAF return signal!

All PCM sensors, not just the MAF, are affected in a similar fashion, so it is absolutely critical that all electrical connections are solid and that the grounds are reliable. The potential penalty for a bad ground can range from strange drivability issues that are difficult to diagnose all the way to a damaged engine, as in the above example.

All resistance tests should be done with the ignition key in the off position. Having voltage going through the system can return a false reading of excessive resistance. Additionally, it is possible to have a ground that tests OK when the engine is cold, but not when the engine is hot. Heat increases resistance, so these tests should be performed on a warm engine when possible.

To test for an adequate ground circuit in the EFI system for a 1986 to 1993 5.0L Mustang, use a volt-ohm meter to check the resistance of the following circuits:

- **To verify a proper ground to the PCM**, check the resistance from pin 40 and pin 60 DIRECTLY to the negative side of the battery. Resistance should be no greater than 0.2 ohms.
- **To verify a proper ground to the main PCM harness**, check the resistance from the MAF sensor at pin "B" DIRECTLY to the negative side of the battery. Resistance should be no greater than 0.2 ohms.
- **To verify a proper ground to the engine harness**, check the resistance from the black wire at the Throttle Position Sensor (TPS) DIRECTLY to the negative side of the battery. Resistance should be no greater than 0.3 ohms.

Note that while 0.2 ohms or less is desirable, a resistance as high as 0.5 ohms is considered acceptable. Greater than 0.5 ohms is excessive and could result in drivability concerns.

A weak ground connection can also cause the PCM's internal reference voltage regulator to function incorrectly. This can be checked at the TPS by checking voltage between the black ground wire and the orange reference voltage wire. With the key on, this voltage signal should be somewhere between 4.7V and 5.3V.

GENERAL TIPS

- Whenever possible, the PCM should be mounted inside the vehicle to protect it from water damage. The PCM should also be mounted with the electrical connectors at the bottom to avoid trapping water. Some PCMs on newer model cars are mounted under the hood, but they are sealed against moisture and designed to operate in such an environment. When in doubt, mount the PCM inside the vehicle.

EFI SYSTEM TIPS (continued...)

- When setting the voltage at the TPS, you should check the voltage between the black and green wires (1986-1993 5.0L Mustang). This voltage should be somewhere between 0.96V and 0.98V. If the key is on while the engine is off, set the voltage at 0.96V. If the engine is running, set it at 0.98V. The TPS can be set by loosening the mounting screws and slightly rotating the sensor. If you are unable to achieve the proper setting, you may need to elongate the TPS mounting holes.
- If you ever need to lengthen any harness leads for your specific application, it is strongly advised that you lengthen only one wire at a time, which will help to avoid making mistakes.
- If you are using long tube headers, and need to lengthen the leads of the harness to reach the Heated Exhaust Gas Oxygen (HEGO, also known as O₂ or oxygen) sensors, NEVER lengthen the wires of the O₂ sensor itself. These wires are made up of a unique material and you will disrupt the signal coming from the O₂ sensor **even if they are soldered correctly!** If you must increase the length of the leads to the O₂ sensor, always lengthen the wires on the wiring harness side of the O₂ sensor. Many aftermarket companies offer HEGO sensor extensions that work quite well and are a quick and easy solution to this problem.
- When soldering two or more wires together, you should “tin” the bare ends to be soldered. This will prevent cold solder joints and make the process easier. “Crimp” style or “solder-less” connectors are not recommended. Over time, these have a tendency to loosen and permit corrosion. Additionally, these connectors can commonly allow short circuits to develop within the connection. Many of these problems within the harness can be difficult to locate. Always use weather-tight heat shrink over all soldered joints.
- If the factory coolant tubes are not used, the Engine Coolant Temperature (ECT) sensor should be installed directly into the threaded boss in the intake manifold near the thermostat, if applicable. This is a coolant passage.
- The ACT sensor should generally not be moved from the stock location. Some aftermarket companies offer ACT relocation kits while making false claims of increased horsepower by reading cooler air. While it is true that a cooler air can result in more power, this “trick” is not cooling the incoming air, but instead is merely reading the temperature from a different location. This can have a negative effect on overall engine performance and drivability because the PCM was calibrated under the assumption that the ACT sensor was in the stock design location. On a forced-induction engine, it is generally preferable to have the ACT sensor located after the power adder and after the intercooler, if applicable, which will simplify the calibration (“tuning”) process. Some of our FRPP supercharger kits leave the ACT sensor in the stock location upstream of the supercharger, but this was accounted for in the calibration and should not be changed.
- Protect the air filter element from turbulence created by the engine cooling fan. This is commonly referred to as “fan wash.” If you are using an open element air filter on the end of the MAF sensor, it is strongly advised that you use a shield to reduce the effects of the turbulence.
- It's best if the air filter gets cold air from in front of the radiator. If the filter is located in the engine compartment, as in many street rod applications, the inlet air temperature can be up to 60 degrees hotter than ambient which can result in a 5% torque loss from the air density decrease. The PCM will also retard ignition timing for the hotter air which can result in an additional 5-10% torque loss. Colder air is always better.
- An improperly functioning charging system can cause engine running problems. Under-drive pulleys spin the accessories slower meaning that they consume less power from the engine. This results in a greater net horsepower available at the flywheel, but at a cost. Normally this is not a problem, but some systems may not perform properly if you under-drive the alternator excessively, especially if you've increased the electrical load on the system through the use of bigger cooling fans, high-capacity fuel pump, stereo system, etc. If the alternator does not generate enough voltage to keep the system adequately charged, it can have an adverse effect on the EFI system and result in a variety of drivability issues.
- The inside diameter of the fuel return line should be at least 75% of the size of the inside diameter of the fuel supply line.

FUEL PUMP LOCATION

A common and often overlooked problem is the location of the fuel pump or pumps. Optimally, the fuel pump should be mounted IN THE TANK to reduce the possibility of pump cavitation. Cavitation is essentially localized boiling caused by a reduction in pressure, generally occurring on the inlet side of a pump. This localized boiling results in fuel vapor bubbles which will reduce the volume of fuel the pump is capable of delivering to the engine. Any reduction in pressure or increase in temperature at the inlet side of the pump increases the chances that cavitation will occur. For this reason, it is always best to either have the pump inside the tank immersed in fuel or (in the case of an external pump) gravity fed, which will increase the pressure on the inlet side of the pump. If the fuel pump has to “pull” the fuel, this will result in a reduction in pressure at the fuel pump inlet, potentially allowing cavitation and, thus, vapor bubbles to develop. These vapor bubbles are then drawn into the fuel pump and exit the high-pressure side of the fuel pump as compressed vapor. They travel the entire length of the fuel system and are expelled through the fuel injector. This can cause issues ranging from stumbles and hesitations to engine damage due to insufficient fuel delivery and lean A/F ratios. Sometimes this problem can characterize itself by only appearing when the weather gets warmer, which can confound the diagnosis of the issue. In certain cases, it may seem to only develop when driving on certain surfaces, because pavement reflects more heat than an off-road 4x4 trail. Remember, more heat and lower pressure on the inlet side of the pump means a greater chance of cavitation, which is to be avoided whenever possible.

If you are using an external-mounted fuel pump, you should run a very coarse (typically around 100 micron) filter on the inlet side of the fuel pump, and a finer (typically around 10 micron) filter on the outlet side of the pump. A paper filter is NOT recommended on the inlet of the fuel pump because it can cause a restriction in fuel flow which, as mentioned previously, can lead to cavitation.




FUEL INJECTION

NOT ALL INJECTORS ARE ALIKE.

All Ford Performance injectors are held to the same original equipment specifications that are used in millions of Ford vehicles currently on the road. With mandatory emissions requirements for 100,000 miles, our injectors have to be durable and consistent. Some of our competitors' injectors are not built to original equipment standards and are often held to no specific build tolerance.

Don't trust your performance vehicle to just any injector, trust the brand with millions of vehicles on the road and over 100 years of racing experience, Ford Performance!

"After working with the Ford Performance 80 lb/hr injectors in several projects, I'm thoroughly convinced that they are the best all-around fuel injectors for most of today's Mustang performance applications – naturally aspirated and/or with power adders."
– KJ Jones, 5.0 Mustang & Super Fords

PART NUMBER (SETS OF 8)	FLOW RATE	IMPEDANCE	LENGTH	CONNECTOR	ADAPTOR	COLOR
M-9593-LU24A	24 lb/hr	11-18 ohms	L	USCAR®	M-14464-A8	Black
M-9593-G302	47 lb/hr	11-18 ohms	M	USCAR®	M-14464-A8	Black w/Yellow Stripe
M-9593-LU47	47 lb/hr	11-18 ohms	L	USCAR®	M-14464-A8	Black w/Silver Tip
M-9593-MU52 	52 lb/hr	11-18 ohms	M	USCAR®	M-14464-A8	Black
M-9593-LU60 	60 lb/hr	11-12 ohms	L	USCAR®	M-14464-A8	Black
M-9593-LU80 	80 lb/hr	11-12 ohms	L	USCAR®	M-14464-A8	Black w/Blue Tip

All injector flow rates are quoted at a delta pressure of 39.15 psi. To convert to a delta pressure of 43.5 psi, multiply flow rate by 1.054.

FUEL INJECTOR ADAPTER KIT (USCAR® TO JETRONIC®)

M-14464-U2J

- Adapts USCAR® style harness to Jetronic®/Minitimer® style injector
- Single-piece design for improved reliability and aesthetics over our competitors' adapters
- Packaged in sets of eight
- M-14464-A8 Kit adapts Jetronic®/Minitimer® style harness to USCAR® style fuel injectors



FUEL INJECTOR ADAPTER KIT (JETRONIC® TO USCAR®)

M-14464-A8

- Adapts Jetronic®/Minitimer® style harness to USCAR® fuel injectors
- Single-piece design for improved reliability and aesthetics over our competitors' adapters
- Packaged in sets of eight
- M-14464-U2J Kit adapts USCAR® style harness to Jetronic®/Minitimer® style fuel injectors



M-14464-U2J shown

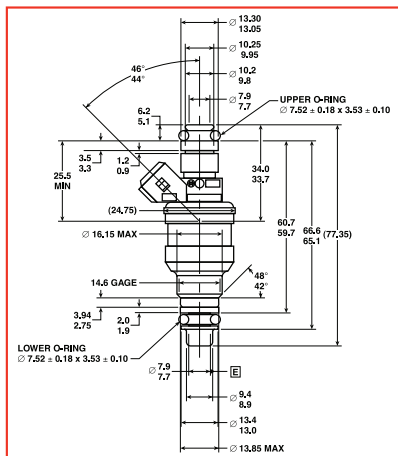
BODY STYLE



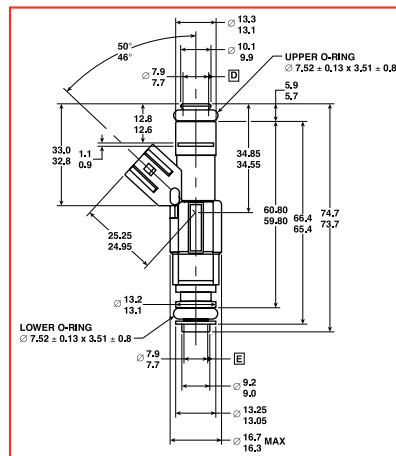
CONNECTORS



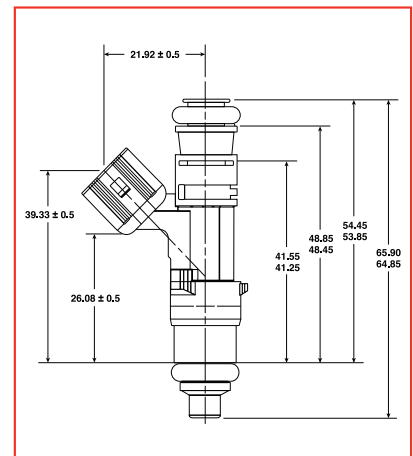
LENGTH



Long



Long







Medium

PERFORMANCE THROTTLE BODIES FOR VEHICLES EQUIPPED WITH ELECTRONIC THROTTLE CONTROL (ETC)

Electronic throttle control was introduced on the Mustang in 2005. Its introduction has made attention to detail and setup of replacement throttle bodies even more critical than in the past. Ford Racing throttle bodies are tested and engineered to give the customer trouble-free operation and are set up from the factory ready to bolt on. **Custom ECU calibration is required.**




All Ford Racing ETC throttle bodies feature:

- All factory sensors installed — no need to try and take apart your original throttle body
- Calibrated for idle airflow using the same procedure as production throttle bodies
- Precision billet construction with tapered inlet for consistent high flow
- Polished aluminum for great looks
- Throttle bodies feature CNC'd "Ford Racing" logo
- Validation through hundreds of hours of dyno, racing and street performance driving

PART NUMBER	ENGINE	FITS	SIZE	REQUIRES	NOTES	
M-9926-M5090	5.0L DOHC Coyote	2011-2014 Mustang GT/ 2012-2013 BOSS 302 (stock 80 mm) (NOT compatible with 2015 Mustang GT)	90 mm	M-9474-M50 Adaptor for OEM Mustang GT 5.0L 4V Coyote intake M-9474-M50B Adaptor for M-9424-M50BR Ford Performance BOSS Intake Requires use of 4" I.D. silicone hose adaptor or reducer 4" air inlet tube is recommended for maximum horsepower Calibration required	M-9474-M50 Adaptor rotates throttle body approximately 15° counterclockwise M-9680-M50 Engine Cover covers throttle body on 5.0L 4V Coyote intake 4" diameter leading edge larger-than-stock throttle body When using factory 3.5" diameter air inlet tube, the molded rubber throttle body hose must be removed Includes jumper harness M-9424-M50BR BOSS Intake can be port matched to accept throttle body without adaptor, requires custom gasket/RTV CFM rating: 1132 cfm; with adaptor: 1101 cfm (stock 80 mm throttle body: 913 cfm)*	
	M-9474-M50B	BOSS 302	2011-2014 Mustang GT/ 2012-2013 BOSS 302	90 mm	M-9424-M50BR Intake and M-9926-M5090 Throttle Body	Spacer used to adapt M-9926-M5090 90 mm Billet Aluminum Throttle Body to M-9424-M50BR 2012-2013 BOSS 302 Intake
	M-9474-M50	5.0L 4V Coyote	2011-2014 Mustang GT	90 mm	M-9926-M5090 Throttle Body and 5.0L Mustang GT Ti-VCT Intake Manifold	Spacer rotates throttle body approximately 15% counterclockwise to clear intake cover
	M-9926-3V	4.6L	2005-2010 Mustang GT (stock dual 55 mm)	Dual bore 62 mm	Calibration required	CFM rating: 1306 cfm (stock dual 55 mm throttle body: 953 cfm)* Works well with Ford Performance's M-6550-3V Hot Rod Camshafts, M-6049-N3VPA High-Performance CNC-Ported 3V Cylinder Heads and M-9424-463V Performance Intake Manifold
	M-9926-CJ65	5.4L SC	2007-2014 Shelby GT500 (stock dual 60 mm)	Dual bore 65 mm	Calibration required	Fits 2011-2014 Mustang GT with M-6066-MGT624D Ford Performance Supercharger Kit Fits M-9424-M50CJ 5.0L Cobra Jet Intake Manifold CFM rating: 1517 cfm*



*All cfm ratings are calibrated at 28" of water, measured on SuperFlow® SF-1020 Flow Bench.

FUEL INJECTION

PART NUMBER	ENGINE	FITS	SIZE	REQUIRES	NOTES
M-9926-SCJ	5.4L SC 5.4L SCJ	2007-2014 Shelby GT500 (stock dual 62 mm) 2008-2014 Cobra Jet	Mono-blade Oval	Calibration required	OE on 2010-2012 Cobra Jet with optional 4.0L supercharger OE on 2013-2014 Cobra Jet Recommended for use with M-9424-M50CJ Intake Manifold and M-9603-M50CJ Inlet System CFM rating: 1797 cfm* Uses OE gears to prevent gear bind and wear common with other aftermarket throttle bodies
					
M-9926-MSVT	5.4L SC	2007-2014 Shelby GT500	60 mm		New stock replacement
					
M-9926-MGT	4.6L 3V	2005-2010 Mustang GT	55 mm		New stock replacement
					

MECHANICAL REPLACEMENT THROTTLE BODIES FOR AFTERMARKET ENGINE CONTROL SYSTEMS

For those enthusiasts who want to run a late model engine with an aftermarket ECU that requires a mechanical linkage, Ford Performance offers throttle bodies to make the conversion easy. All mechanical linkage throttle bodies feature a 2003-2004 Cobra-style linkage and throttle cable connection. Throttle cable and cable stop plate are not included and must be custom fabricated. Our mechanical throttle bodies are legal for NHRA® competition on the Mustang Cobra Jet.

PART NUMBER	ENGINE	FITS	SIZE	REQUIRES
M-9926-CJ65M	5.4L	2010 Cobra Jet	Dual bore 65 mm	Requires aftermarket engine control system
				
M-9926-SCJM	5.4L SC	2010 Super Cobra Jet	Mono-blade	Requires aftermarket engine control system
				

COBRA JET 123 MM BILLET MAF HOUSING

M-9600-CJ

- 123 mm mass airflow sensor housing
- Add to your underhood “bling” factor with this massive mass air housing that looks as good as it performs!
- Cobra Jet mass air meter housing – recommended for highly modified 2007-2012 Mustang SVT
- Proven to support over 800 hp in 2007-2011 Shelby GT500 applications
- Fits production air tube
- Precision CNC'd billet aluminum
- Polished finish
- This kit includes the housing and mounting tab
- Perfect upgrade to existing Ford Performance Mustang SVT power upgrade, cold air and supercharger kits!
- Recommend M-9601-D Air Filter
- Does not include calibration, COMPUTER CALIBRATION REQUIRED, sold for tuner use



SUPER COBRA JET 140 MM MAF TUNER KIT

M-9600-SCJ

- 140 mm mass airflow sensor housing
- 2010 Super Cobra Jet mass air meter housing – recommended for highly modified 2007-2011 Shelby GT500
- Proven to support over 1100 hp in 2007-2011 Shelby GT500 applications
- Precision CNC'd billet aluminum
- Polished finish
- Perfect upgrade to existing Ford Performance Mustang SVT power upgrade, cold air and supercharger kits!
- Does not include calibration, COMPUTER CALIBRATION REQUIRED, sold for tuner use
- Recommend M-9601-D Air Filter
- 140 mm MAF housing requires a custom air tube and may have interference issues with the factory hood when using production engine mounts



2010-2014 MUSTANG SHELBY GT500 RESONATOR ELIMINATOR KIT

M-9B659-MSVT

- Fits 2010-2014 Shelby GT500
- Designed for improved airflow



MUSTANG SVT DUAL FUEL PUMP

M-9407-MSVT

- Fits 2013-2014 Shelby GT500
- Features two Aeromotive® high-output fuel pumps
- Supports over 850 horsepower
- Uses factory wiring harness
- Does not include calibration, COMPUTER CALIBRATION REQUIRED, sold for tuner use



LIGHTNING MASS AIR METER

M-12579-L54

- Fits 2001-2004 F-150 Lightning
- Stock replacement 90 mm Lightning mass air meter
- Requires recalibration for use on other vehicles



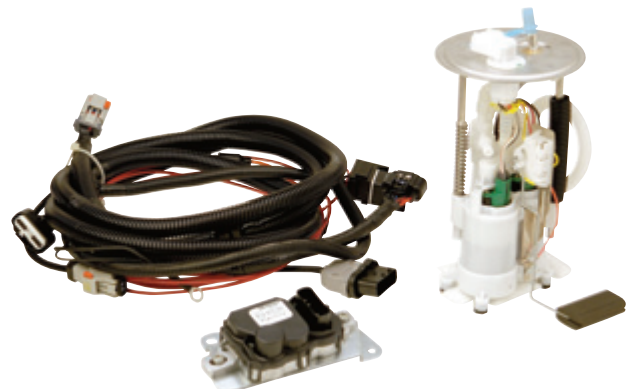
MUSTANG GT DUAL FUEL PUMP KIT

M-9407-MSVTA 2010

M-9407-GT05 2005-2009

- Includes harness, dual fuel pumps, drop-in housing and fuel pump driver module from the 2010 Mustang SVT
- Includes all installation hardware
- Highly recommended for any application making over 400 hp
- Does not include calibration, COMPUTER CALIBRATION REQUIRED, sold for tuner use

NOTE: Use of this kit in a 2005-2009 Mustang will result in an incorrect fuel gauge reading.



DISTRIBUTOR GEAR INSTALLATION

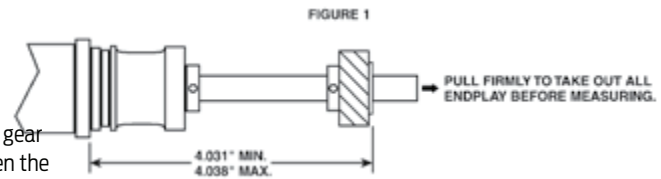
The following information covers the installation of a new distributor gear onto an existing distributor. When replacing the distributor gear, it is important that you choose the appropriate gear for your application.

Failure to use the correct gear will lead to premature gear failure. Premature gear failure may also be attributed to improper meshing of the gear teeth between the camshaft and distributor. For that reason, we recommend that you install a new distributor gear when installing a new camshaft.

INSTALLATION INSTRUCTIONS:

- STEP 1:** Remove roll pin from distributor gear and shaft. Save pin for re-assembly.
- STEP 2:** Verify that the shaft endplay is .024" to .035". Modify collar if necessary. Some aftermarket distributors may be constructed in a manner that does not allow you to achieve .024" to .035" of endplay. See "Alternative Method Of Verifying Correct Distributor Gear Installation" if your distributor does not have .024" to .035" endplay.
- STEP 3:** Press original distributor gear off shaft.
- STEP 4:** Mark location of original roll pinhole on the shaft by drawing a vertical line along the shaft that intersects the hole. Measure from the center line of the roll pinhole to a fixed point above it. Note that dimension.
- STEP 5:** Press new distributor gear onto shaft.
NOTE: Replacement distributor gear does not have roll pinhole.
- STEP 6:** Pull distributor shaft out of distributor housing to eliminate endplay (see Figure 1).
- STEP 7:** Check location of distributor gear on distributor shaft (see Figure 1). If it is not in the correct location, use a press to move the gear to the correct location.
- STEP 8:** Using the vertical line on the distributor shaft and the noted dimension (see **STEP 4**), roughly plot where the original roll pinhole is located. Drill a new .125" hole 90° from the original hole, above or below it, through the gear and the shaft.
NOTE: It is important that the dimensions called out in Figure 1 are maintained while drilling.
- STEP 9:** Insert roll pin and check dimensions (see Figure 1).

WARNING: If the distributor gear is installed incorrectly, it may be forced down against the support in the block or may be held up away from the support in the block. Both conditions will cause damage to the block and/or gears. When the gear is properly installed, the cut on the gears and the direction of rotation will pull the distributor gear down against the support (distributor gear thrust face) in the block.



ALTERNATIVE METHOD OF VERIFYING CORRECT DISTRIBUTOR GEAR INSTALLATION:

After **STEP 7**, install distributor assembly in the block you are using. Timing chain set and camshaft must be removed. With the aluminum distributor housing fully seated against the block, verify that the distributor gear can be lifted off the support in the block at least .005". Next pull the distributor gear down against the support in the block and hold it there. Pull up on the aluminum distributor housing and verify that you can lift it up at least .005" while holding the gear against the support in the block. This procedure will confirm that the gear is not being forced down against the support and not being held up off the support in the block.

Continue with **STEP 8**.

COMMON DISTRIBUTOR PROBLEMS:

Distributors with very little or no shaft endplay. This has been found with new and remanufactured distributors. Improper endplay may force the gear against the support in the block or hold it up off the support, causing damage.

Distributors that have a different material gear than advertised. It is important to run the correct distributor gear for the camshaft that you are using. Consult the manufacturer of the camshaft you are using for gear recommendation.

Some heavy-duty oil pump drive shafts may not allow an EFI distributor to slide down far enough over the oil pump drive shaft. EFI distributors have a longer shaft below the gear.

Running an HV oil pump with production bearing clearances can cause abnormally high oil pressure and possible premature distributor gear wear.

Gears on camshafts with a very poor finish. This could cause premature distributor gear wear.

New and remanufactured distributors with the gear installed at the wrong height.

FORD FOCUS



FORD FOCUS

2013-2015 FOCUS ST MOUNTUNE® MP275 PERFORMANCE UPGRADE



- 2363-280-BB*** 2015 Black with mTune ECU Calibration Handset
- 2363-280-BBUS A** 2015 Black w/o mTune ECU Calibration Handset
- 2363-280-AA*** 2013-2014 Silver with mTune ECU Calibration Handset
- 2363-280-AAUSA** 2013-2014 Silver w/o mTune ECU Calibration Handset
- 2363-280-BA*** 2013-2014 Black with mTune ECU Calibration Handset
- 2363-280-BAUSA** 2013-2014 Black w/o mTune ECU Calibration Handset

The mountune® MP275 Focus ST performance upgrade consists of engineered components designed to optimize the performance of the vehicle without sacrificing reliability. Tested and validated on the notorious British B roads, Los Angeles freeways and countless laps of the famed Nurburgring Nordschleife, the mountune® MP275 Focus ST upgrade delivers maximum reliable performance. The mountune® Focus ST MP275 performance upgrade features factory-level integration while exploiting the potential of the Focus ST. The MP275 performance upgrade includes mountune® high-quality, engineered components to ensure long life and a perfect fit. Backing up the mountune® components is our world-class, performance ECU calibration engineered to add maximum reliable performance. Developed in-house by our team of experienced engineers, the MP275 ECU calibration has been validated through a wide range of performance tests and durability cycles resulting in a complete performance upgrade system that is legal for street use in the United States.

2363-AF-CAP mountune® Air Filter End Cap can be added to the mountune® high-flow air filter to control sound and provide air filter protection in harsh weather conditions.

Included with the MP275 performance upgrade:

- mountune® induction kit
- mountune® high-flow intercooler
- All installation hardware
- mountune® performance badge

NOTE: Premium fuel required. Performance gains were measured with 93 octane fuel (USA). Your results may vary depending on fuel quality, vehicle condition and geographical location.

Stock Focus:
Power 252 hp
Torque 270 lb-ft

mountune® Focus ST with mountune® MP275 performance upgrade:
Power 275 hp
Torque 296 lb-ft



2363-280-BA shown

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2013-2015 FOCUS ST MOUNTUNE® INTERCOOLER UPGRADE



- 2363-IC-BA2*** 2015 Black
- 2363-IC-AA*** 2013-2014 Silver
- 2363-IC-BA*** 2013-2014 Black

mountune's® high-performance intercooler upgrade kit for the Focus ST includes everything you need to optimize performance and is the foundation for further power upgrades. Using a 14-row extruded light-weight tube and fin alloy core with cast alloy end tanks for improved flow characteristics provides substantial reduction in Air Charge Temperature (ACT) with minimal pressure drop, ensuring optimum charge air temperature and therefore power. The larger-than-stock intercooler is essential for sustained high speed or track use and is not as prone to heat soak as smaller intercooler cores. mountune's® Focus ST intercooler upgrade has reduced outlet air temperatures by over 39%.

mountune® developed a considerably larger and more efficient tube and fin type core that retains the OE mounting locations including ram air guides to direct airflow through the core and not around it. Light-weight cast alloy end tanks ensure improved intake airflow and include robust mounting points that do not require drilling for installation. Using a tailored intercooler core allowed the use of the OE intercooler hoses and piping. Excellent turbocharger response is maintained by retaining the OE intercooler track. Each intercooler is powdercoated in black or silver to ensure years of corrosion-free service.

- Superior tube and fine construction
- No drilling is required for installation
- Core size: 29.5" x 11.7" x 2.0"
- High-quality brackets and hardware included

NOTE: The removal of the vehicle AGS (Active Grill Shutter) is required for the installation of this product.



2363-IC-BA shown

2013-2015 FOCUS ST MOUNTUNE® LOW RESTRICTION INTAKE KIT



- 2363-CAIS-AA*** Silver with Air Filter
- 2363-CAIS-AB*** Silver w/o Air Filter
- 2363-CAIS-BA*** Black with Air Filter
- 2363-CAIS-BB*** Black w/o Air Filter

The mountune® low restriction intake optimizes the intake tract to improve airflow characteristics and remove internal obstructions to improve intake airflow directly to the turbocharger. The kit consists of a cast aluminum low restriction crossover duct in a silver or black finish with a detailed mountune® logo, high-flow air filter, silicone coupling hose and coupling attachment clamps.

- Fits 2013-2015 Focus ST
- Cast aluminum construction
- Installation is simple and only requires simple hand tools

2363-AF-CAP mountune® Air Filter End Cap can be added to the mountune® high-flow air filter to control sound and provide air filter protection in harsh weather conditions.



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD FOCUS

2013-2014 FOCUS ST MOUNTUNE® MTUNE ECU FLASHER

NEW



2363-MTUNE-AA

The mountune® mTune ECU flasher is the industry-leading OEM ECU flashing, managing and monitoring assistant. The 2363-MTUNE-AA features a pre-loaded mountune®-developed ECU calibration that provides an additional 25 psi and 26 lb-ft increase when equipped with specific mountune® performance parts.

- Fits 2013-2014 Focus ST

NOTE: 2363-MTUNE-AA is for customers who wish to upgrade the PCM calibration to MP275 level and already have 2363-CAIS-AA/AB mountune® Induction Upgrade Kit and 2363-IC-AA/AB mountune® Intercooler Upgrade.



2013-2015 FOCUS ST MOUNTUNE® ULTRA HIGH-PERFORMANCE HIGH-FLOW INDUCTION HOSE

NEW



2363-IH-BLK Black

2363-IH-BLU Blue

2363-IH-RED Red

2363-IH-YEL Yellow

The mountune® high-flow induction hose for the Focus ST replaces the original flexible coupling hose between the air-box and intake pipe. Designed with a smooth-flow interior, the mountune® high-flow induction hose enhances airflow to the engine and improves response.

- Fits 2013-2015 Focus ST
- Works with mountune® low restriction intake or with original intake system
- Increased airflow and response
- High-quality silicone construction
- Stainless steel wire reinforced
- Includes upgraded hose clamp set



2013-2015 FOCUS ST MOUNTUNE® LOWER INTERCOOLER PIPE UPGRADE

NEW



2363-HP-AA

The mountune® lower intercooler pipe upgrade directly replaces the factory lower intercooler pipe, featuring a 39% increase in airflow. Easy to install, it is compatible with the mountune® ultra high-performance silicone boost hose kit or the original intercooler coupling hoses.

- Fits 2013-2015 Focus ST
- Smooth-flow, mandrel-bent stainless steel construction
- OE-style mounting brackets
- 39% increase in airflow
- Improves turbocharger response and performance



2013-2015 FOCUS ST MOUNTUNE® CHARGE PIPE UPGRADE KIT



- 2363-CPK-BLK** Black/Yellow
- 2363-CPK-BLU** Blue
- 2363-CPK-RED** Red
- 2363-CPK-YEL** Yellow

The mountune® complete intercooler charge pipe upgrade kit features a massive 39% improvement in airflow. mountune®'s engineers optimized the charge air ducting and lower hot side charge pipe to reduce the pressure drop from a power-robbing 8.4kPa to an impressive 6kPa. The mountune® complete intercooler charge pipe upgrade kit is easy to install and complements the performance of the mountune® intercooler upgrade for the Focus ST. This kit is also compatible with the original intercooler and systems that use the original intercooler charge pipes.

- Fits 2013-2015 Focus ST
- High-flow stainless steel lower intercooler pipe
- Easy installation (no drilling)
- Stainless steel wire-reinforced silicone boost hoses
- Nomex®-lined silicone hoses



- Red**
- Blue**
- Yellow**
- Black/Yellow**

mountune® hose colors available

FPP COLD SPARK PLUG SET 2.0L ECOBOOST®



M-12405-20T

- Fits 2013-2014 2.0L 4-cylinder EcoBoost® engines
- For use in engines with higher-than-stock cylinder combustion pressures
- Two heat ranges colder than the stock 2.0L EcoBoost® engine spark plug
- Same spark plugs that are included with M-9603A-FST Performance Calibration Kit
- Sold in engine sets of four
- Spark plugs gapped to 0.028" (0.71 mm)



2013-2014 FOCUS ST COLD AIR INTAKE KIT



M-9603-FST

- Fits 2013-2014 Ford Focus ST with 2.0L EcoBoost® I4 engine
- Kit includes new drop-in high-flow air filter and Ford Performance air inlet
- Complete with everything you need for installation
- CAD-designed
- Made in the USA
- Lowers air inlet temperatures, which reduces turbo outlet temperatures, in turn increasing torque output



2013-2014 FOCUS ST FRI POWER UPGRADE PACK

M-FRI-FST*

- Fits 2013-2014 Focus ST with 2.0L EcoBoost® I4 engine
- Maximum of 90 lb-ft torque increase @ 2800 rpm on 93 octane fuel
- Significant torque increase up to 4200 rpm
- Revised sound symposer software and calibration for more natural engine sound
- Premium (91 octane or higher) fuel only
- All Ford Performance power upgrade packages are 50-state emissions legal and eligible for limited warranty when installed by a Ford or Lincoln Dealer
- Kit includes:
 - Ford Performance ProCal tool with Focus ST performance calibration
 - M-9603-FST 2013-2014 Focus ST Cold Air Intake with high-flow K&N/Ford Performance air filter
 - M-12405-20T Ford Performance Cold Spark Plug Set for 2.0L EcoBoost® (required with calibration)
 - M-5200-FST Focus ST Cat-Back Exhaust System



NOTES:

- Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase.
- Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Performance Distributor.
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only.
- Unlike many of our competitors, this Ford Performance power upgrade pack is 50-state emissions legal and eligible for limited warranty when installed by a Ford or Lincoln Dealer.
- Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle.
- Spark plugs gapped to 0.028" (0.71 mm).

2013-2014 FOCUS ST CALIBRATION, SPARK PLUGS AND COLD AIR INTAKE

M-9603A-FST*

- Fits 2013-2014 Focus ST with 2.0L EcoBoost® I4 engine
- Maximum of 90 lb-ft torque increase @ 2800 rpm on 93 octane fuel
- Significant torque increase up to 4200 rpm
- Revised sound symposer software and calibration for more natural engine sound
- Premium (91 octane or higher) fuel only
- All Ford Performance power upgrade packages are 50-state emissions legal and eligible for limited warranty when installed by a Ford or Lincoln Dealer
- Kit includes:
 - M-14204-FST Focus ST Calibration and Spark Plugs
 - M-9603-FST 2013-2014 Focus ST Cold Air Intake with high-flow K&N/Ford Performance air filter
 - M-12405-20T FRPP Cold Spark Plug Set 2.0L Turbo (required with calibration)



NOTES:

- Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase.
- Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Racing Distributor.
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only.
- Unlike many of our competitors, this calibration is 50-state emissions legal and eligible for limited warranty when installed by a Ford or Lincoln Dealer.
- Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle.
- Spark plugs gapped to 0.028" (0.71 mm).

2013-2014 FOCUS ST CALIBRATION WITH SPARK PLUGS

M-14204-FST*

- Fits 2013-2014 Focus ST with 2.0L EcoBoost® I4 engine
- Maximum of 90 lb-ft torque increase @ 2800 rpm on 93 octane fuel
- Significant torque increase up to 4200 rpm
- Revised sound symposer software and calibration for more natural engine sound
- Premium (91 octane or higher) fuel only
- Kit includes:
 - Ford Performance ProCal tool with Focus ST performance calibration
 - M-12405-20T Ford Performance Cold Spark Plug Set for 2.0L EcoBoost® (required with calibration)



NOTES:

- Due to multiple powertrain calibrations, online registration is required to receive ProCal calibration delivery tool after purchase.
- Ford Performance does not ship ProCal tools directly overseas. Customers must make special arrangements with their Ford Racing Distributor.
- Powertrain calibrations are developed and supported for U.S. and Canadian vehicles only.
- Unlike many of our competitors, this Ford Performance calibration is 50-state emissions legal and eligible for limited warranty when installed by a Ford or Lincoln Dealer.
- Federal and state laws prohibit any person from installing aftermarket add-on or modified parts prior to the sale of a new motor vehicle.
- Spark plugs gapped to 0.028" (0.71 mm).

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2013-2015 FOCUS ST MOUNTUNE® ULTRA HIGH-PERFORMANCE SILICONE BOOST HOSE KIT



- 2363-BHK-BLK** Black
- 2363-BHK-BLU** Blue
- 2363-BHK-RED** Red
- 2363-BHK-YEL** Yellow

The mountune® boost hose upgrade kit for the Focus ST consists of three stainless steel wire reinforced hoses manufactured with 3-ply Nomex® fabric to ensure flawless performance in extreme conditions. This kit is compatible with the mountune® intercooler upgrade or the original Focus intercooler and is an exact replacement for the original parts.

- Fits 2013-2015 Focus ST
- Nomex® construction resists heat up to 250c
- Easy installation



2013-2015 FOCUS ST MOUNTUNE® ULTRA HIGH-PERFORMANCE SILICONE COOLANT KIT



- 2363-CHK-BLK** Black
- 2363-CHK-BLU** Blue
- 2363-CHK-RED** Red
- 2363-CHK-YEL** Yellow

mountune®'s ultra high-performance silicone coolant hose kit caters to owners who demand the best high-performance silicone hose upgrade available. The mountune® coolant hose upgrade kit for the Focus ST consists of two ultra high-performance silicone hoses manufactured with 3-ply Nomex® fabric to ensure flawless performance in extreme conditions. This kit is an exact replacement for the original upper and lower radiator hoses.

- Fits 2013-2015 Focus ST
- Nomex® construction resists heat up to 250c
- Easy installation



2013-2015 FOCUS ST MOUNTUNE® ULTRA HIGH-PERFORMANCE SILICONE ANCILLARY COOLANT KIT



- 2363-AHK-BLK** Black
- 2363-AHK-BLU** Blue
- 2363-AHK-RED** Red
- 2363-AHK-YEL** Yellow

mountune®'s high-performance silicone hose range caters to owners who demand the best high-performance silicone hose upgrade available. The mountune® ancillary coolant hose upgrade kit for the Focus ST consists of two high-performance silicone hoses manufactured to the highest standards to ensure flawless performance in extreme conditions. This kit is an exact replacement for the original bypass coolant hoses.

- Fits 2013-2015 Focus ST
- Easy installation



2013-2015 FOCUS ST MOUNTUNE® HIGH-FLOW AIR FILTER



2363-AF-AA

The mountune® high-flow air filter has been designed for maximum airflow and efficiency while maintaining superior filtration. Engineered with proprietary double-layer cotton gauze with deep pleats that creates a 10-15% increase in filtration surface area compared to other filters on the market. The oiled filter media is encapsulated in steel mesh that helps to maintain the perfect shape under the most extreme conditions. Each mountune® filter is manufactured using a four-step process resulting in a precision fit and virtually no seepage of rubber frame material into the filter media, producing the maximum available filter area. Additionally, the mountune® high-flow air filter features a factory-style locating outer flange that helps lock the filter in place to ensure correct pressure on the inlet flange.

- Fits:
 - 2012-2015 Focus
 - 2013-2015 Focus ST
 - 2012-2015 Escape
- Factory-like fit
- Pre-oiled
- Increased performance
- Lifetime warranty

2363-AF-CAP mountune® Air Filter End Cap can be added to the mountune® high-flow air filter to control sound and provide air filter protection in harsh weather conditions.



2013-2015 FOCUS ST MOUNTUNE® HIGH-FLOW AIR FILTER END CAP



2363-AF-CAP

The mountune® high-flow air filter end cap can be used to control sound or provide air filter protection in harsh weather conditions.

- Fits 2013-2015 Focus ST vehicles equipped with a mountune® high-flow air filter
- For use with 2363-AF-AA mountune® High-Flow Air Filter
- Designed for easy installation and removal

NOTE: Air filter is not included.



2013-2015 FOCUS ST MOUNTUNE® UPDATED AIR RECIRCULATION VALVE



2226-TRV-AA

The mountune® updated air recirculation valve is a direct replacement for the OE component. Machined from solid aluminum with an improved metal piston and rubber sealing system, the mountune® valve is suitable for vehicles in advanced state of tune. The original valve features a rubber diaphragm that does not function effectively when the pressure differential across the turbocharger compressor housing is increased above the original operating conditions. This can cause the valve to open prematurely, leading to possible turbocharger damage due to increased turbo shaft speed.

- Fits 2013-2015 Focus ST
- Fits 2013-2015 Fusion 2.0L EcoBoost®
- Mounts directly on turbocharger
- Easy installation
- Suitable for vehicles running higher-than-stock boost pressure
- Superior piston-type design
- Valve is serviceable



2.0L ECOBOOST® MOUNTUNE® NI-RESIST CAST TURBOCHARGER MOUNTING ELBOW KIT



2363-EE-AA

The mountune® Ni-Resist cast turbocharger mounting kit has been engineered to allow the easy installation of upgraded turbochargers on the Ford 2.0L EcoBoost® engine. Cast from Ni-Resist to withstand extreme temperatures and duty cycles, the kit includes special multi-layer, high-temperature gaskets and mounting hardware. Additionally, the kit includes proprietary instructions on the safe limit of cylinder head exhaust port modification.

- Fits Ford 2.0L EcoBoost® engine
- Ni-Resist material for increased strength and longevity
- Includes all required hardware and gaskets
- Compatible with turbochargers that use “T25” mounting flange (Borg Warner® EFR and Garrett)

NOTE: Does NOT include turbocharger.



2013-2015 FOCUS ST 2.0L ECOBOOST® OIL CONTROL SYSTEM



2363-OC-AA

The mountune® 2.0L EcoBoost® oil control system has been designed to maintain oil supply around the oil pump pickup during high-G load corners and extreme driving when the crankshaft balance shaft delete assembly has been removed from the engine. Installation of a balance shaft delete alone can lead to engine damage in certain conditions due to inadequate engine oil pressure. Validated under extreme conditions, the mountune® oil control system is perfect for track use or other hard-driving conditions.

- Fits 2013-2015 Focus ST
- Includes CNC aluminum balance shaft delete assembly, high-temp NBR one-way valves and CNC laser-cut aluminum plate
- Can be installed with engine in car

NOTES:

- Oil pan/sump is not included.
- Removal of the engine balance shaft will increase noise, vibration and harshness.



2013-2015 FOCUS ST SYMPOSER DELETE KIT



2363-SD-AA

The mountune® sound symposer delete kit provides an easy way to remove the sound symposer assembly allowing a more natural engine sound. The sound symposer delete kit installs easily with the original hardware and includes high-quality fittings that provide an easily accessible source of boost pressure for additional modifications or engine monitoring.

- Fits 2013-2015 Focus ST
- Includes CNC aluminum delete plate with machined mountune® motorsport “M” logo and high-quality fittings
- Durable black anodized finish



CONTROL PACK FOCUS ST 2.0L ECOBOOST® MANUAL TRANSMISSION



M-6017-20T

Looking to add 2.0L EcoBoost® power from the Focus ST to your custom built vehicle? Take the complexity and mystery out of wiring a M-6007-20T 2.0L EcoBoost® Engine!

- Designed to run the M-6007-20T Focus ST Crate Engine with a manual transmission
- Unique control pack harness replaces stock body harness and is designed for custom built vehicle. Harness includes OBD-II diagnostic port to assist in vehicle calibration upload and problem diagnosis
- Includes PCM with Ford Performance calibration
- Includes electronic throttle control accelerator pedal, eliminating throttle cable routing problems
- Includes power distribution module and oxygen sensor
- Includes M-12405-20T Cold Spark Plug Set required for performance calibration
- 2.0L EcoBoost® crate engine includes intercooler, air intake ducting and air cleaner assembly required to complete control pack installation
- PCM with Ford Performance calibration requires return-type fuel system, will not work with returnless fuel system

NOTE: Installation of this PCM in a Focus ST will result in a no-start condition.



CONTROL PACK 2.0L Ti-VCT ENGINE WITH MANUAL TRANSMISSION

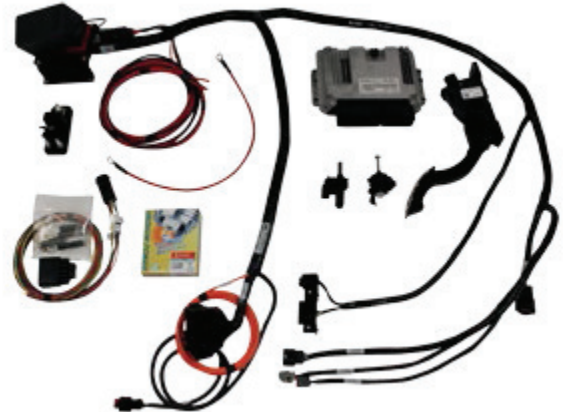


M-6017-20TIVCT

Looking to add 2.0L gas direct injection engine power to your custom built vehicle? Take the complexity and mystery out of wiring a M-6007-20TIVCT 2.0L Ti-VCT Engine!

- Designed to run the M-6007-20TIVCT Crate Engine with a manual transmission
- Unique control pack harness replaces stock body harness and is designed for custom built vehicle. Harness includes OBD-II diagnostic port to assist in vehicle calibration upload and problem diagnosis
- Includes PCM with Ford Performance calibration
- Includes electronic throttle control accelerator pedal, eliminating throttle cable routing problems
- Includes power distribution module and oxygen sensor
- PCM with Ford Performance calibration requires return-type fuel system, will not work with returnless fuel system. Custom calibration required on aftermarket intake systems

NOTE: Installation of this PCM in a Focus will result in a no-start condition.



2013-2014 FOCUS ST MOUNTUNE® HIGH-FLOW DI FUEL INJECTOR UPGRADE SET



E048-07-121

The original fuel injectors found on the 2.0L EcoBoost® engine begin to reach their maximum flow limit in the low 300BHP power range. One of the primary requirements for producing higher power figures is upgrading the original fuel injectors with components that have increased flow capacity. mountune®'s high-flow DI fuel injector upgrade has been proven in applications that exceed 360BHP. Engineered and developed for our motorsport programs, these are of the highest quality and are direct replacements for the original components.

- Fits 2013-2014 Focus ST
- Matched set of four
- High-quality, motorsport grade
- Flow rate: 1250cc/mm

NOTE: Revised engine calibration is required for use with this product.



2.0L I4 ECOBOOST® ENGINE KIT

M-6007-20T*

- Engine from 2013-2014 Ford Focus ST
- Production rating of 252 horsepower @ 5500 rpm
- Production rating of 270 lb-ft of torque @ 3000 rpm
- When used with M-6017-20T Engine Control Pack and 93 octane unleaded fuel, torque is increased 90 lb-ft @ 2800 rpm – with a significant increase up to 4200 rpm. See the power curve for M-6017-20T
- All-aluminum construction – about 55 lbs lighter than a comparable naturally aspirated V6 engine
- 9.3:1 compression ratio – premium fuel recommended
- Ti-VCT strategy employs twin independent variable camshaft timing for optimized fuel economy, performance and emissions
- Borg-Warner® turbocharger with low-inertia rotor spins at speeds up to 195,000 rpm, producing up to 16 psi of boost
 - Optimized design ensures that maximum torque is achieved at very low engine revs
 - Peak torque available from 2000 to 4500 rpm
- Direct-injection high-pressure fuel system
 - Seven jets on each injector spray fuel directly into the combustion chamber
- Engine design has been optimized for maximum operating efficiency, with a focus on minimizing friction and other parasitic losses
 - Low-friction coatings on the piston rings and highly polished surfaces on the tappets
- Engine kit includes:
 - Starter
 - Alternator
 - Front accessory drive and belt
 - Intercooler and air intake ducting
 - Air cleaner assembly
 - Manual transmission flexplate/flywheel
- M-6017-20T Control Pack available for custom vehicle builds



2.0L I4 GDI TI-VCT ENGINE

M-6007-20TIVCT*

- 160 horsepower @ 6500 rpm
- 146 lb-ft of torque @ 4450 rpm
- Aluminum engine block and light-weight aluminum dual overhead camshaft (DOHC) cylinder head with four valves per cylinder
- Twin Independent Variable Camshaft Timing (Ti-VCT) for optimized performance, fuel economy and emissions
- Direct-injection high-pressure fuel system with enhanced spray pattern and piston dome design for maximum fuel economy
- 12.0:1 compression ratio, with piston-cooling jets – regular unleaded fuel recommended
- Optimized design ensures that maximum torque is achieved at low engine revs
- Engine design has been optimized for maximum operating efficiency, with a focus on minimizing friction and other parasitic losses. Special low-friction coatings on the piston skirts
- Timing chain, instead of a belt, helps improve durability
- Engine kit includes:
 - Oxygen sensor
 - Alternator
 - Idler pulley
 - Belt tensioner
 - Alternator belt
 - Manual transmission flywheel
- Vehicle harness and PCM not included

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2013-2014 FOCUS ST TRANSMISSION WITH SHORT THROW SHIFTER

M-7003-FST

Getrag MMT6 6-speed manual transmission from 2013-2014 Focus ST

- Fits M-6007-20T 2.0L EcoBoost® Engine Kit
- Includes M-7210-FST Focus ST Short Throw Shifter
- Shifter throw reduced by 18% over factory shifter



2013-2015 FOCUS ST MOUNTUNE® QUICK-SHIFT

2363-BSA-AA*

The mountune® Focus ST quick-shift reduces the shift throw by 25%, allowing quick and more precise gear changes, which enhances the driving experience. Machined from solid aluminum upper bridge, the plated steel counterweights ensure positive shift engagement and smooth operation. All components are plated or anodized for years of durability.

- Fits 2013-2015 Focus ST
- Easy installation
- Direct replacement for factory part
- Hard anodized finish to ensure against corrosion
- Drift tool included



2013-2015 FOCUS ST SHORT THROW SHIFTER

M-7210-FST*

- Fits 2013-2014 Focus ST with 6-speed manual transmission
- Reduces shifter throw by 18% over factory shifter

NOTE: 2015 Focus ST requires the original shift boot to be installed onto the short throw shifter assembly.



2013-2015 FOCUS ST, FIESTA ST MOUNTUNE® SHIFT KNOB

2364-GK-AA Yellow/Black

2364-GK-AB Black/Black

The mountune® billet aluminum and Acetel resin gear knob has been carefully designed to further enhance the driving experience of your car in both aesthetics and ergonomics. Robust feel and weight (114g) ensures smooth shifts. The aluminum base features a hard wearing anodized coating with precision laser etching and is designed as a direct replacement for the factory knob, fully incorporating the reverse gear shift interlock mechanism. The Acetel resin top, a material chosen for its temperature-stable nature, ensures that the usual hot/cold heat transfer associated with replacement gear knobs is not experienced with the mountune® upgrade.

- Fits:
 - 2013-2015 Focus ST
 - 2013-2015 Fiesta ST
- High-quality anodized aluminium base
- Laser-etched mountune® logo
- Temperature-stable Acetel resin top
- Direct replacement for factory part



2012-2014 FOCUS 5-SPEED SHORT THROW SHIFTER

M-7210-FS*

- Fits 2012-2014 Ford Focus with 5-speed manual transmission
- 30% shorter shift throws than OEM shifter
- Nickel-plated shift handle prevents corrosion



2013-2015 FOCUS ST MOUNTUNE® ALCANTARA® SHIFT BOOT

2363-SB-AA 2013-2014

2363-SB-AB 2015

mountune®'s shift boot is crafted from deep black medium texture Alcantara® with double mountune® yellow stitching and mountune®'s motorsport division chequered flag "M" logo.

- Fits 2013-2014 Focus ST
- Genuine imported Alcantara®
- Easy installation
- Durable and colorfast
- Embroidered logo



2363-SB-AA shown



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2013-2015 FOCUS ST QUAIFE TORQUE-BIASING DIFFERENTIAL

2363-ATB-AA

Maximize traction and performance with the Quaife ATB helical limited slip differential for the Focus ST MMT6 gearbox. A direct replacement for the standard open differential, the Quaife ATB differential transforms your car's performance and improves cornering. Unlike a conventional plate-style limited slip differential, the Quaife differential relies on gears rather than clutch plates for its operation. That means it is much smoother in operation and never locks harshly with a set pre-load of wheel slip across the driven axle. Instead, the Quaife differential automatically biases the torque away from the spinning wheel, across the axle to a constantly varying degree.

- Fits 2013-2015 Focus ST
- Maintenance-free design which retains the standard lubrication
- Reduces torque steer and snatching
- Produced from certified steel billets and CNC-machined before being inspected to 9001 standards
- Proven in circuit, drag and rally racing as well as daily road use



2013-2015 FOCUS ST QUAIFE DIFFERENTIAL INSTALLATION KIT

M-4026-FST

- Kit is needed to properly install 2363-ATB-AA Focus ST Quaife Differential
- Fits 2013-2015 Focus ST
- Kit includes:
 - Differential bearings, axle seals, ring gear bolts, thread lock and gasket maker



2013-2015 FOCUS FRONT STRUT TOWER BRACE

7063-FSB-AA

mountune's front strut tower brace improves rigidity and adds sharpness to the response of the vehicle. Engineered from 1.5" x .5" (38 mm x 12 mm) highly polished extruded contoured aluminum tubing with steel end plates for a precise fit and added strength. Installation is straightforward and requires no drilling or other modifications to the vehicle.

- Fits:
 - 2013-2015 Focus ST
 - 2012-2015 Focus 2.0L
 - 2012-2015 Focus 1.6L
- High luster, gold powdercoated steel endplates
- Polished aluminum cross brace with laser-etched mountune® motorsport "M" logo
- Compatible with the original intake and aftermarket intakes
- Easy installation



2013-2015 FOCUS ST HIGH-PERFORMANCE BRAKE HOSES

7063-BH-C346

mountune® high-performance brake hoses improve your braking performance for competition or everyday driving. mountune® high-performance brake hoses virtually eliminate brake hose expansion, delivering more consistent braking and a firmer brake pedal. Manufactured in the USA from stainless steel braided hose with reinforced ends and zinc-plated fittings to ensure easy bolt-on, direct replacement installation without need for clumsy fittings.

- Fits 2013-2015 Focus ST
- FMVSS 571.1065 and DOT-compliant
- Includes sealing washers
- Easy installation



FORD FOCUS

2012-2013 FOCUS HANDLING PACK

M-FR3-FS*

- Fits standard 2012-2013 Focus
- Improved handling characteristics without ride degradation
- Reduced ride height
- Includes front struts, rear shocks, springs, sway bars and jounce bumpers

NOTE: Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications. May require alignment after installation.



2000-2005 FOCUS SUSPENSION KIT

M-3000-ZX3

- Fits 2000-2005 ZX3, ZX4 and ZX5 Focus
- Original equipment on Focus SVT
- Upgrades your stock Focus suspension to Focus SVT suspension
- Improved handling characteristics without ride degradation
- Reduced ride height approximately .5"

NOTE: Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications. Requires alignment after installation.



FOCUS SVT STRUT/SHOCK KIT

M-18000-ZX3

- Fits 2000-2005 Focus models except wagon
- Focus SVT strut/shock kit improves handling over OEM Focus strut/shock
- Includes front struts with strut mount, spring seats and rear shocks

NOTE: Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications. May require alignment after installation.



2000-2005 FOCUS ASSEMBLED SUSPENSION KIT

M-3000-ZX3A

- Fits 2000-2005 ZX3, ZX4 and ZX5 Focus
- Pre-assembled front struts
- Original equipment on Focus SVT suspension
- Upgrades your stock Focus suspension to Focus SVT
- Improved handling characteristics without ride degradation
- Reduced ride height approximately .5"
- Front struts come assembled with upper strut mounts and springs installed
- Kit does not include front or rear sway bars

NOTE: Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications. Requires alignment after installation.



FOCUS PERFORMANCE SHOCK/STRUT KIT

M-18000-ZX3B

- Fits 2006-2007 Focus except wagon
- Improves handling over OEM Focus strut/shock
- Includes front struts with mounts, spring seats and rear shocks

NOTE: Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications. May require alignment after installation.



Photo may vary

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2013-2015 FOCUS ST MOUNTUNE® HIGH-FLOW EXHAUST



2363-CBE-AA*

Mountune®'s Focus ST (C346 ST) high-flow exhaust system is manufactured from 2.5", AISI 304 stainless steel mandrel-bent tubing with laser-cut flanges. All muffler assemblies are robotically TIG-welded AISI 304 stainless steel for long life under extreme performance and feature consistent internal diameter throughout the entire length of the assembly. To ensure improved performance while controlling sound, each muffler includes a three-layer hybrid synthetic sound absorption packing that eliminates droning, booming and other undesirable tones. Tubing diameter also has a major impact on sound quality and careful consideration was given to size and performance. Slip-fit connections have been used at various strategic points to allow for easy installation and adjustment.

- Fits 2013-2015 Focus ST
- Large 4" rolled edge, polished stainless steel tips with mountune® logo
- Full width rear hanger ensures stable tip location
- Heavy-duty "BOSS" type clamps
- Meets 95db standard
- Does not affect Ford vehicle warranty
- Limited lifetime warranty



2013-2015 FOCUS ST CAT-BACK EXHAUST SYSTEM

M-5200-FST*

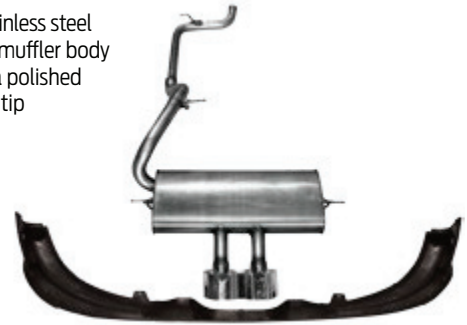
- Fits 2013-2015 Focus ST
- Cat-back exhaust system
- Uniquely designed and tuned to provide optimum performance, aggressive sound, durability and pure driving excitement
- 304 stainless steel muffler body construction with polished dual tips
- Features ultra-smooth mandrel bends, warp-free flanges and superior craftsmanship
- 50-state drive-by noise legal



2012-2014 FOCUS HATCHBACK ST EXHAUST SYSTEM

M-5230-FSHA*

- Fits 2012-2014 base Focus hatchback
- Original equipment on 2013 Focus ST
- Includes unpainted 2013 Focus ST rear lower fascia, brackets, reflectors, inserts and installation hardware
- Factory exhaust pipe requires cutting to install clamp-on Ford Racing exhaust
- 409 aluminized stainless steel corrosion-resistant muffler body construction with a polished 304 stainless steel tip



2012-2014 FOCUS HATCHBACK CAT-BACK EXHAUST SYSTEM

M-5200-FSH*

- Fits 2012-2014 Focus hatchback manual and automatic transmission with PZEV evaporative emission
- 304 stainless steel muffler body construction with polished tips
- Deeper, throatier exhaust note
- 50-state drive-by noise legal

NOTE: Will not fit with full body styling kit.



2012-2014 FOCUS HATCHBACK AXLE BACK EXHAUST SYSTEM

M-5230-FSH*

- Fits 2012-2014 Focus hatchback manual and automatic transmission with PZEV evaporative emission
- 304 stainless steel muffler body construction with polished tips
- Deeper, throatier exhaust note
- 50-state drive-by noise legal
- Factory exhaust pipe requires cutting to install clamp-on Ford Racing exhaust



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD FOCUS

2013-2015 FOCUS ST MOUNTUNE® SPORT SPRING SET



- 2363-MSK-AB** 2014-2015
- 2363-MSK-AA** 2013

mountune® engineers developed a spring set that would enhance and optimize the handling of the Focus ST while providing advanced ride quality, enhanced performance and an aggressive level stance that is only offered by a true progressive rate spring. The outcome of countless validation miles on numerous British "B" roads, the Bruntingthorpe Proving Grounds and the famous Nordschleife is the ultimate spring upgrade set for the Focus ST.

- Front ride height reduction of approximately 1"
- Rear ride height reduction of approximately 1.4"



FOCUS LOWERING SPRINGS

- M-5300-V** Fits 2014-2015 Focus ST
- M-5300-U** Fits 2013 Focus ST
- M-5300-S** Fits 2012-2013 Focus. Does not fit Focus ST

- Improves handling and stance
- Lowers vehicle approximately .3"-.6"
- Includes front and rear jounce bumpers
- Includes attachment hardware
- May cause slightly harsher ride compared to stock springs

NOTE: Some factory fasteners are one-time use. Please reference a Ford service manual for reuse information and correct torque specifications. May require alignment after install.



2013-2015 FOCUS ST MOUNTUNE® DYNAMIC SIDE SPLASH



- 2363-SS-BLK** Satin Black
- 2363-SS-RG** Metallic Radio Grey
- 2363-SS-WHT** Gloss White

High-quality dynamic side splash allows the discerning Focus owner to add a touch of mountune® to their car.

- Fits 2013-2015 Focus ST
- Includes installation instructions and applicator tool



2013-2014 FOCUS ST MOUNTUNE® LOWER SPORT SPOILER



2363-CS-AA

The mountune® sport spoiler adds style and road presence and is easy to install with simple hand tools. Crafted in the USA from automotive-grade polyurethane, the mountune® sport spoiler comes finished in a satin Euro Black that complements the existing lower grill trim. The mountune® motorsport "M" badge is incorporated into the leading edge for added style. Installs with simple hand tools using two non-intrusive fasteners and 3M tape.

- Mildly aggressive style
- Produced from OE automotive-grade material
- Easy installation



2012-2015 FOCUS ST WHEEL 18" GLOSS BLACK

M-1007-M188GB

- Fits 2012-2015 Ford Focus
- Focus ST cast aluminum wheel with gloss black finish and clearcoat
- 18" x 8" wide
- 5-lug, 108 mm bolt circle
- 55 mm offset
- 169.5 mm backspacing
- Includes blue Ford Oval center cap
- Valve stem TPMS compatible



2012-2015 FOCUS RS 19" WHEEL

M-1007-R1985 Silver

M-1007-R1985B Black

M-1007-R1985W White 

- Fits 2012-2015 Ford Focus
- 19" x 8.5" wide
- 5-lug, 108 mm bolt circle
- 60 mm offset
- 7.09" backspacing
- Includes blue Ford Oval center cap and M-1012-RSA RS Wheel-Specific Lug Nuts



MK2 FOCUS RS LUG NUTS

M-1012-RSA

WARNING!

Only use the Ford Performance Focus RS lug nuts with Ford Performance RS wheels.

The RS wheel is NOT compatible with the standard North American lug nuts that came on your Focus.

Use of other lug nuts may result in the wheel coming loose from the hub and loss of vehicle control resulting in potential injury or death. You must retain the original equipment lug nuts for use with original wheels and/or spare tire where applicable.

- Fits 2012-2014 Focus with M-1007-R1985, M-1007-R1985B or M-1007-R1985W Ford Performance RS Wheels only!
- Sold in pack of 5



2012-2015 FOCUS 18" MATTE BLACK WHEEL

M-1007-PF188MB

- 2012-2015 Ford Focus
- 18" x 8" wide
- 5-lug, 108 mm bolt circle
- 55 mm offset
- 171 mm backspacing
- Matte black finish
- Includes blue Ford Oval center cap
- Valve stem TPMS compatible



2000-2011 DARK ARGENT FOCUS SVT EURO PACKAGE 15-SPOKE WHEEL

M-1007-S177E

- Fits 2000-2011 Focus and 2000-2004 Focus SVT
- 17" x 7" wide
- 4-lug, 108 mm bolt circle
- 49 mm offset
- 5.94" backspacing
- Original equipment in Focus SVT with euro appearance package
- Dark argent paint color



2000-2011 FOCUS RALLY WHEEL

M-1007-S177B

- 2000-2011 Focus
- 17" x 7" wide
- 4-lug, 108 mm bolt circle
- 49 mm offset
- 5.94" backspacing
- Includes "Ford Racing" center cap
- Clears M-2300-SVTF5 (300 mm) Brake Kit
- Same as M-1007-S177E except painted black
- Not TPMS compatible



2000-2011 SILVER FOCUS SVT WHEEL

M-1007-S177

- 2000-2011 Focus
- 17" x 7" wide
- 4-lug, 108 mm bolt circle
- 49 mm offset
- 5.94" backspacing
- Includes SVT center cap
- Original equipment on the Focus SVT
- Not TPMS compatible



FORD FIESTA



2013-2015 FIESTA ST MOUNTUNE® MP215 PERFORMANCE UPGRADE

2364-215-AA*



The mountune® MP215 Fiesta ST performance upgrade consists of engineered components designed to optimize the performance of the vehicle without sacrificing reliability. Tested and validated on the notorious British B roads, Los Angeles freeways and countless laps of the famed Nurburgring Nordschleife, the mountune® MP215 Fiesta ST upgrade delivers maximum reliable performance.

The mountune® MP215 performance upgrade is ideal for those that want engineered performance gains backed by reliability.

The mountune® MP215 Fiesta ST performance upgrade features factory-level integration while exploiting the potential of the Fiesta ST. The MP215 performance upgrade includes mountune® high-quality, engineered components to ensure performance and reliability. Backing up the mountune® components is our world-class, performance ECU calibration engineered to add maximum consistent performance. Developed in-house by our team of experienced calibrations engineers, the MP215 ECU calibration has been validated through a wide range of performance tests and durability cycles and is stable under all conditions.

Typical performance gains*

Standard Fiesta ST:	mountune® Fiesta ST 215PS:	
0-62 mph: 6.9 secs	0-60 mph: 6.4 secs	
31-62 mph (4th gear): 6.4 secs	31-62 mph (4th gear): 5.7 secs	

* Premium fuel required. Performance gains were measured with 93 octane fuel (USA). Your results may vary depending on fuel quality, vehicle condition and geographical location.

Included with the MP215 performance upgrade

- mountune® high-flow induction kit
- mountune® mTune handset



2014-2015 FIESTA ST MOUNTUNE® INTERCOOLER UPGRADE

2364-IC-AA* Silver

2364-IC-BA* Black



The mountune® high-performance intercooler upgrade for the Fiesta ST includes everything you need to optimize the performance and is the foundation for further power upgrades. Using a 7-row extruded tube and fin core, the mountune® intercooler gives a marked improvement in both Air Charge Temperature (ACT) and pressure drops, ensuring optimum charge air temperature and therefore power. Our intercooler upgrade also maximizes the available package space while retaining the essential air management ducting for the engine's cooling system.

The packaging for the intercooler and radiator on the Fiesta ST is very compact, leaving little space to effectively and safely install an upgraded intercooler. The mountune® intercooler upgrade was engineered to retain the original Ford cooling pack and air ducting system. This helps maintain engine cooling temperatures thereby avoiding "over-heat" conditions that reduce engine power.



- Fits 2014-2015 Fiesta ST
- Superior tube and fin construction
- No drilling required
- High-quality mounting hardware
- Larger-than-stock surface area

2013-2015 FIESTA ST SOUND SYMPOSER DELETE KIT

2364-SD-AA



The mountune® sound symposer delete kit provides an easy way to remove the sound symposer assembly, allowing a more natural engine sound. The sound symposer delete kit installs easily with the original hardware and includes high-quality fittings that provide an easily accessible source of boost pressure for additional modifications or engine monitoring.

- Fits 2013-2015 Fiesta ST
- Includes CNC'd aluminum delete plate with machined mountune® motorsport "M" logo and high-quality fittings
- Durable black anodized finish
- Easy installation



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD FIESTA

2014-2015 FIESTA ST MOUNTUNE® CHARGE PIPE UPGRADE



2364-CPK-BLK Black/Yellow

2364-CPK-RED Red

2364-CPK-BLU Blue

2364-CPK-YEL Yellow

The mountune® charge pipe upgrade kit for Fiesta ST features a substantial improvement in airflow. mountune®'s engineers optimized the charge air ducting and lower hot side charge pipe to reduce the pressure drop by an impressive 2.4kPa. The mountune® charge pipe upgrade kit is easy to install and complements the performance of the mountune® alloy intercooler upgrade for the Mk7 Fiesta ST. This kit is also compatible with the original intercooler and systems that use the original intercooler charge pipes.

- Fits 2014-2015 Fiesta ST
- High-flow stainless steel lower rear intercooler pipe Nomex®-lined high-flow
- Samco® Sport silicone boost hoses (6-piece kit)
- Easy installation (no drilling) optimized performance – everything you need, nothing you don't



Red

Blue

Yellow

Black/Yellow

mountune® hose colors available

2014-2015 FIESTA ST MOUNTUNE® HIGH-FLOW LOWER INTERCOOLER CHARGE PIPE



2364-HP-AA

The mountune® high-flow lower intercooler charge pipe upgrade features a substantial improvement in airflow. This upgrade is compatible with the original intercooler and hoses as well as with aftermarket systems that use the original intercooler charge pipe. The mountune® intercooler charge pipe is easy to install and complements the performance of the mountune® intercooler upgrade for the Fiesta ST.

- Fits 2014-2015 Fiesta ST
- High-flow stainless steel lower intercooler pipe
- Easy installation
- For maximum performance, use with our 2364-IC-AA mountune® Intercooler Upgrade – Silver or 2364-IC-BA – Black and our 2364-BHK-BLK mountune® Ultra High-Performance Silicone Boost Hose Kits



2014-2015 FIESTA ST MOUNTUNE® INDUCTION UPGRADE KIT



2364-CAIS-AA*

The mountune® Fiesta ST induction upgrade includes a uniquely constructed aluminum air-box with a secondary cold air feed point. Additionally, the air-box has been engineered with features that reduce the delta pressure drop by 2kPa which, when coupled with the included mountune® high-flow air filter, provide a 21% increase in airflow. The mountune® Fiesta ST induction upgrade provides the foundation for further performance upgrades with an engineered approach that retains the OE appearance and reliability while providing a rich, deep induction note that reflects performance.

- Powdercoated aluminum air-box base
- mountune® high-flow air filter
- Additional cold air feed
- Easy installation
- Retains original air-box cover



2014-2015 FIESTA ST FULL INDUCTION UPGRADE KITS



2364-INT-BLK Black/Yellow
2364-INT-RED Red
2364-INT-BLU Blue
2364-INT-YEL Yellow

The mountune® Fiesta ST full induction upgrade includes a uniquely constructed aluminum air-box that has been engineered with features that reduce the delta pressure drop by 2kPa which, when coupled with the included mountune® high-flow air filter, provide a 21% increase in airflow. The mountune® full induction upgrade also includes the mountune® high-flow induction hose that replaces the restrictive OE inlet hose, providing a further increase in airflow. This kit provides the foundation for further performance upgrades with an engineered approach that retains the OE appearance and reliability while providing a rich, deep induction note that reflects performance.

- Fits 2014-2015 Fiesta ST
- Powdercoated aluminum air-box base
- Retains original air-box cover
- Easy installation



2013-2015 FIESTA ST MOUNTUNE® INDUCTION HOSE



2364-IH-BLK Black/Yellow
2364-IH-RED Red
2364-IH-BLU Blue
2364-IH-YEL Yellow

The mountune® high-flow induction hose for the Fiesta ST was engineered to increase airflow to the turbocharger and replaces the restrictive factory hose between the air-box and the turbocharger inlet pipe. Produced exclusively by Samco®Sport, the mountune® high-flow induction hose features stainless steel wire reinforced sections to prevent deformation under engine load. Back-to-back comparisons with the OE hose on mountune®'s in-house flow bench revealed an impressive improvement in airflow of over 35%.

- Fits 2013-2015 Fiesta ST
- High-quality silicone construction
- Stainless wire reinforced
- Easy installation



2364-IH-BLK shown

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD FIESTA

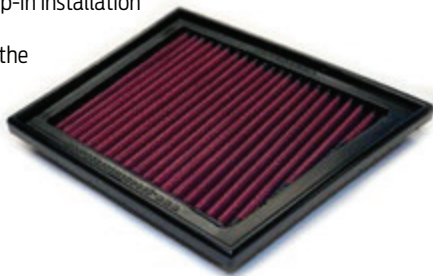
FIESTA MOUNTUNE® HIGH-FLOW AIR FILTER



2364-AF-AA

The mountune® high-flow air filter has been designed for maximum airflow and efficiency while maintaining superior filtration. Engineered exclusively for mountune® by Green Filter USA, the mountune® high-flow air filter features proprietary double-layer cotton gauze with deep pleats that creates a 10-15% increase in filtration surface area compared to other filters on the market. The oiled filter media is encapsulated in steel mesh that helps to maintain the perfect shape under the most extreme conditions. Each mountune® filter is manufactured using a four-step process resulting in a precision fit and virtually no seepage of rubber frame material into the filter media producing the maximum available filter area.

- Fits:
 - 2013-2015 Fiesta ST
 - 2012-2015 1.6L Fiesta
 - 2015 1.0L Fiesta
- Increased engine performance and efficiency
- Engineered fit for a drop-in installation
- Lifetime warranty
- Exact replacement for the factory filter
- Pre-oiled



2014-2015 FIESTA ST MOUNTUNE® ULTRA HIGH-PERFORMANCE SILICONE BOOST HOSE KIT



2364-BHK-BLK Black/Yellow

2364-BHK-BLU Blue

2364-BHK-RED Red

2364-BHK-YEL Yellow

The mountune® boost hose upgrade kit for the Fiesta ST consists of three stainless steel wire reinforced hoses manufactured with 3-ply Nomex® fabric to ensure flawless performance in extreme conditions. This kit is compatible with the mountune® intercooler upgrade or the original Fiesta intercooler and is an exact replacement for the original parts.

- Fits 2014-2015 Fiesta ST
- Nomex® construction resists heat up to 250c
- Compatible with mountune® or original intercooler
- Easy installation



2012-2013 FIESTA HIGH-FLOW K&N AIR FILTER

M-9601-FSB

- Fits all 2012-2013 Ford Fiesta 1.6L L4 F/I
- K&N washable high-flow air filter
- Does not require PCM recalibration



2014-2015 FIESTA ST MOUNTUNE® ULTRA HIGH-PERFORMANCE SILICONE COOLANT KIT



2364-CHK-BLK Black/Yellow

2364-CHK-BLU Blue

2364-CHK-RED Red

2364-CHK-YEL Yellow

mountune®'s ultra high-performance silicone coolant hose kit caters to owners who demand simply the best high-performance silicone hose upgrade available. The mountune® coolant hose upgrade kit for the Fiesta ST consists of two high-performance silicone hoses manufactured with 3-ply Nomex® fabric to ensure flawless performance in extreme conditions. This kit is an exact replacement for the original upper and lower radiator hoses.

- Fits 2014-2015 Fiesta ST
- Nomex® construction resists heat up to 250c
- Easy installation



2013-2015 FIESTA ST ROLL RESTRICTOR/ REAR MOTOR MOUNT



2364-RR-AA

The mountune® roll restrictor/rear motor mount reduces the amount of engine roll/movement during hard acceleration and gear changing. Machined from high-quality aluminum with unique Powerflex polyurethane bushings, the mountune® roll restrictor/rear motor mount reduces the engine movement with minimal effect to the NVH (Noise Vibration Harshness).

- Fits 2013-2015 Fiesta ST
- High-quality anodized billet aluminum body
- Powerflex polyurethane bushings
- Reduces engine movement
- Minimal effect on NVH



2014-2015 FIESTA ST HIGH-FLOW CAT-BACK EXHAUST SYSTEM



2364-CBE-AB

mountune®'s Fiesta ST (C346 ST) high-flow exhaust system is manufactured from 2.5", AISI 304 stainless steel mandrel bent tubing with laser-cut flanges. All muffler assemblies are robotically TIG welded AISI 304 stainless steel for long life under extreme performance and feature consistent internal diameter throughout the entire length of the assembly. To ensure improved performance while controlling sound, each muffler includes a three-layer hybrid synthetic sound absorption packing that eliminates droning, booming, and other undesirable tones. Tubing diameter also has a major impact on sound quality and careful consideration was given to size and performance. Slip-fit connections have been used at various strategic points to allow for easy installation and adjustment.

- Fits 2014-2015 Fiesta ST
- Large 3.25" rolled edge, polished stainless steel tips with mountune® logo
- Full width rear hanger ensures stable tip location
- Heavy-duty "BOSS" type clamps
- Meets 95db standard
- Does not affect Ford vehicle warranty
- Limited lifetime warranty



2014 FIESTA ST CAT-BACK EXHAUST SYSTEM

M-5200-FAST*

- Fits 2014 Fiesta ST
- 304 stainless steel construction with chrome tips
- Deeper, throatier exhaust note
- 50-state drive-by noise legal

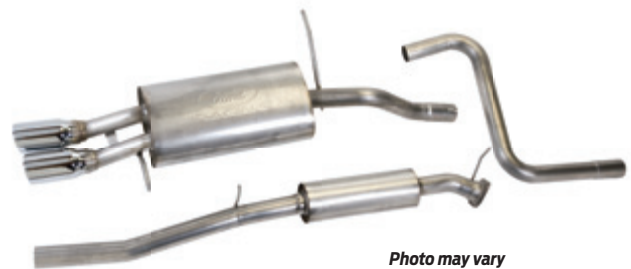


Photo may vary

2011-2014 FIESTA AXLE BACK MUFFLER

M-5230-FAB*

- Fits 2011-2014 Ford Fiesta
- 304 stainless steel muffler body construction with polished tips
- Deeper, throatier exhaust note over factory muffler
- 50-state drive-by noise legal
- Factory exhaust pipe requires cutting to install clamp-on Ford Performance exhaust



2011-2014 FIESTA CAT-BACK EXHAUST SYSTEM

M-5230-FAC*

- Fits 2011-2014 Fiesta hatchback
- 304 stainless steel muffler body construction with chrome tips
- Legal for B-spec race series
- Deeper, throatier exhaust note
- 50-state drive-by noise legal



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD FIESTA

FIESTA 5-SPEED MOUNTUNE® SHORT THROW SHIFTER



2130-ST5-AA

The mountune® Fiesta 5-speed short throw shifter provides a direct-fit, reduced throw shifter that reduces shifter throw by 15%.

- Fits all 5-speed Fiesta models
- Direct replacement for original part
- 15% reduction in shifter throw
- Powerflex mounting bushings included
- Easy installation
- Can be used in conjunction with 2130-BSA-AA Fiesta 5-Speed mountune® Quick-Shift to give an ultra-short (32%) reduction in shift throw



2013-2015 FIESTA 5-SPEED MOUNTUNE® QUICK-SHIFT



2130-BSA-AA*

The mountune® quick-shift for the Fiesta 5-speed replaces the factory shift arm located at the gearbox. Throw is reduced by 20%, allowing quick and more precise gear changes.

- Fits 2013-2015 Fiesta 5-speed
- Reduces shifter throw by 18%
- Plated finish for durability
- Can be used in conjunction with 2130-ST5-AA mountune® Fiesta 5-Speed Short Throw Shifter to give an ultra-short (32%) reduction in shift throw



2014-2015 FIESTA ST MOUNTUNE® QUICK-SHIFT



2238-BQS-AA*

The mountune® Fiesta ST quick-shift reduces the shift throw by 30%, allowing quick and more precise gear changes, which enhances the driving experience. Machined from billet aluminum, the mountune® quick-shift is easily installed.

- Fits 2014-2015 Fiesta ST
- Reduces shift throw by 30%
- Nickel-plated finish to ensure against corrosion
- Installation tool included



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2013-2015 WORLD MARKET FIESTA ST MOUNTUNE® LEATHER SHIFT BOOT



2364-GG-AA

Sewn from genuine leather, the mountune® shift boot complements the interior of your Fiesta ST. Installation is easy and each shift boot includes the reverse lock-out ring, ensuring trouble-free operation.

NOTE: This product is for world market 3-door vehicles only and is not compatible with North American 5-door Fiesta.

- Genuine leather
- Embroidered mountune® logo
- Double yellow stitching
- Reverse lock-out actuator ring included



2014-2015 FIESTA ST QUAIFE TORQUE-BIASING DIFFERENTIAL



2364-ATB-AA

Maximize traction and performance with the Quaife ATB helical limited slip differential for the Fiesta ST MMT6 gearbox. A direct replacement for the standard open differential, the Quaife ATB differential transforms your car's performance and improves cornering. Unlike a conventional plate-style limited slip differential, the Quaife differential relies on gears rather than clutch plates for its operation. That means it is much smoother in operation and never locks harshly with a set pre-load of wheel slip across the driven axle. Instead, the Quaife differential automatically biases the torque away from the spinning wheel, across the axle to a constantly varying degree.

- Fits 2014-2015 Fiesta ST
- Maintenance-free design which retains the standard lubrication
- Reduces torque steer and snatching
- Produced from certified steel billets and CNC-machined before being inspected to 9001 standards
- Proven in circuit, drag and rally racing as well as daily road use



2014-2015 FIESTA ST QUAIFE DIFFERENTIAL INSTALLATION KIT



M-4026-FA

- Kit is needed to properly install the 2364-ATB-AA Fiesta ST Quaife Differential
- Fits 2014-2015 Fiesta ST
- Kit includes:
 - Differential bearings
 - Axle seals
 - Ring gear bolts thread lock
 - Gasket maker



FORD FIESTA

2011-2015 FIESTA HANDLING PACK

M-FR3-FA*

- Fits 2011-2015 Fiesta sedan and hatch
- Delivers improved handling characteristics without ride degradation
- Reduced ride height 12 mm-15 mm lower front
- Reduced ride height 22 mm-28 mm lower rear
- Includes front struts, front springs, rear shocks and rear springs

NOTE: Some factory fasteners are one-time use. Please reference service manual for reuse information and correct torque specifications. May require alignment after installation.



2011-2014 FIESTA B-SPEC RACE SUSPENSION KIT

M-FR3-FAEB

Ford Performance partnered with Eibach® suspension to develop a race coilover kit for the Ford Fiesta B-Spec race car. These dampers are produced in-house by Eibach® at their new state-of-the-art facility.

- Fits 2011-2014 Fiesta
- Front: Includes 450 lbs/in Eibach® springs, helper springs and uniquely tuned race coil overs (46 mm monotube)
- Rear: Includes 500 lbs/in Eibach® springs, helper springs and uniquely tuned race coil overs (46 mm monotube)
- Approved for SCCA® and Grand-Am B-Spec class

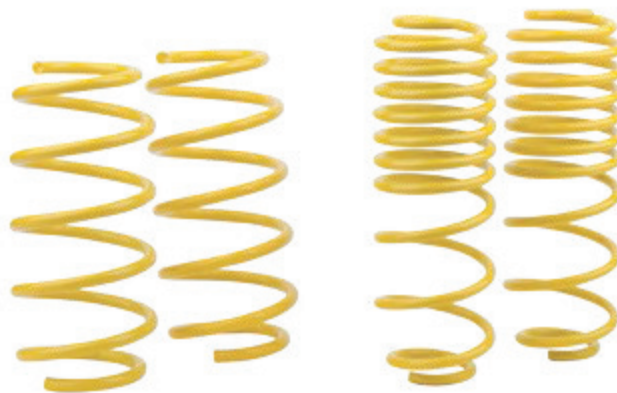


2014-2015 FIESTA ST MOUNTUNE® SPORT SPRING SET

2364-MSK-BA

mountune® engineers developed a spring set that would enhance and optimize the handling of the Fiesta ST while providing advanced ride quality, enhanced performance and an aggressive level stance. The outcome of countless validation miles on numerous British "B" roads, the Bruntingthorpe Proving Grounds and the famous Nordschleife is the ultimate spring upgrade set for the Fiesta ST.

- Fits 2014-2015 Fiesta ST
- Front ride height reduction of approximately 1"
- Rear ride height reduction of approximately .8"



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

2011-2014 FIESTA STAINLESS STEEL BRAKE LINE KIT

M-2078-FA

- Fits 2011-2014 Fiesta
- Stainless steel braided brake line kit for Fiesta B-Spec build
- Includes new brake line bracket C-clips and front banjo bolts with copper washers
- FMVSS 106 and DOT compliant

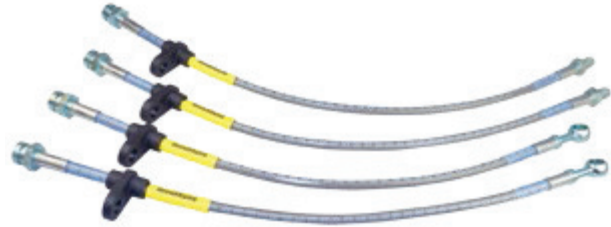


2013-2015 FIESTA ST HIGH-PERFORMANCE BRAKE HOSES

7064-BH-B299

mountune® high-performance brake hoses improve your braking performance for competition or everyday driving. mountune® high-performance brake hoses virtually eliminate brake hose expansion, delivering more consistent braking and a firmer brake pedal. Manufactured in the USA from stainless steel braided hose with reinforced ends and zinc-plated fittings to ensure easy bolt-on, direct replacement installation without need for clumsy fittings.

- Fits 2013-2015 Fiesta ST
- FMVSS 571.1065 and DOT-compliant
- Includes sealing washers
- Easy installation



2014-2015 FIESTA ST MOUNTUNE® REAR SPOILER EXTENSION SET

MSD-F052-08-06DF

mountune®'s rear spoiler extensions complement the lines of the Fiesta ST to improve the rear end aesthetics. The rear spoiler extensions are a direct add-on part to the existing rear spoiler and include everything required to clean the surface before bonding into place. Produced using industry leading CAD and manufacturing processes, you can be assured of a perfect fit. Fitting instructions and everything required to fit the spoiler extensions are included to enable quick and easy installation.

- Fits 2014-2015 Fiesta ST
- Also compatible with Fiesta SE and SES models with the European spoiler option
- Easy installation
- Pre-painted stain black
- Bonds to existing spoiler with automotive grade adhesive – no drilling required



2011-2014 "FORD RACING" 15-SPOKE FIESTA WHEEL

M-1007-FA

- Fits:
 - 2011-2014 Fiesta sedan and hatchback
 - 2000-2011 Focus
- 17" x 7" wide
- 4-lug, 108 mm bolt circle
- 49 mm offset
- 6" backspacing
- Dark stainless paint finish
- Clear coated to OEM standards
- Includes "Ford Racing" center cap
- Valve stem TPMS compatible



FIESTA FORD RACING CENTER CAP

M-1096-FA

- Fits M-1007-FA Ford Racing 15-Spoke Fiesta Wheel
- Grey background with blue Ford Oval and red "Racing" script





FORD TRUCKS



6.7L TURBO KIT

M-TURBO-67

- Replacement 2015-2016 turbo and hardware for 6.7L diesel
- Higher performance capability than pre-2015 turbos
- Includes:
 - Turbocharger assembly
 - Lower intake manifold
 - Exhaust heatshield
 - EGR inlet tube
 - Turbo outlet clamps
 - Exhaust outlet tubes (RH & LH)
 - Intake shields
 - Turbo oil line
 - All gaskets including EGR
 - All fasteners, spacers and studs
- Use on model years other than 2015-2016 not validated by Ford Performance
- Calibration not included



6.7L DIESEL INJECTOR NOZZLE KIT

M-9546-67

- Replacement 2015-2016 injector nozzles and hard fuel line adapters for 6.7L diesel.
- Includes eight injectors, four left bank fuel line adapters, four right bank fuel line adapters
- Recommended for use with M-TURBO-67 Turbo Kit
- Use on model years other than 2015-2016 not validated by Ford Performance
- Calibration not included



2004-2013 F-150 REAR LOWERING KIT

M-3000-G

- Fits 2004-2013 F-150
- Designed to lower the rear of your truck without sacrificing the factory ride quality
- Reduces rear ride height approximately 2" on a 2WD or 1.5" on a 4WD, giving you more of that leveled, sport truck stance you want



LIGHTNING MASS AIR METER

M-12579-L54

- Fits 2001-2004 F-150 Lightning
- Stock replacement 90 mm Lightning mass air meter
- Requires recalibration for use on other vehicles



2010-2014 F-150 SVT RAPTOR BEAD-LOCK WHEEL

M-1007-DC1785

- Fits 2010-2014 F-150 Raptor
- 17" x 8.5" wide
- 6-lug, 135 mm bolt circle
- 34 mm offset
- 156.6 mm backspacing
- Satin black painted center with clearcoat aluminum bead-lock ring
- Includes bead-lock wheel, center cap, bead-lock ring, OE beauty ring, 24 fasteners and mounting instructions
- Bead-lock configuration is for off-road use only
- Off-road proven at the 2013 Baja 1000!



F-150 SVT RAPTOR BEAD-LOCK RING WITH FASTENERS

M-1021-F15RA

- Fits 2013-2014 F-150 SVT Raptor with factory bead-lock wheel option (64A)
- Includes aluminum bead-lock ring, 24 fasteners and mounting instructions
- Bead-lock configuration is for off-road use only



FORD PERFORMANCE F-150 CAT-BACK EXHAUST SYSTEMS

Ford Performance has partnered with industry-leader Borla® Exhaust to offer the first in a series of Ford Performance by Borla® exhaust systems. Constructed from ultra-smooth mandrel bent 300-series stainless steel tubing, these cat-back systems are designed to Ford Performance specs and give your truck an aggressive sound. These cat-back exhaust systems bolt directly to the stock factory catalytic converters, making your F-150 100% emission compliant. These tuned stainless steel mufflers with chrome-plated stainless steel tips not only sound great but look great too.



2015-2016 F-150 5.0L CAT-BACK EXHAUST SYSTEMS

M-5200-F1550DSB*

- F-150 Sport cat-back rear-exit exhaust system with black chrome tips for 5.0L engine. 49-state drive-by noise legal

M-5200-F1550DTB*

- F-150 Touring cat-back rear-exit exhaust system with black chrome tips for 5.0L engine. 50-state drive-by noise legal

M-5200-F1550RSB*

- F-150 Sport cat-back side-exit exhaust system with black chrome tips for 5.0L engine. 49-state drive-by noise legal

M-5200-F1550RTB*

- F-150 Touring cat-back side-exit exhaust system with black chrome tips for 5.0L engine. 50-state drive-by noise legal

M-5200-F1550DSC*

- F-150 Sport cat-back rear-exit exhaust system with chrome tips for 5.0L engine. 49-state drive-by noise legal

M-5200-F1550DTC*

- F-150 Touring cat-back rear-exit exhaust system with chrome tips for 5.0L engine. 50-state drive-by noise legal

M-5200-F1550RSC*

- F-150 Sport cat-back side-exit exhaust system with chrome tips for 5.0L engine. 49-state drive-by noise legal

M-5200-F1550RTC*

- F-150 Touring cat-back side-exit exhaust system with chrome tips for 5.0L engine. 50-state drive-by noise legal

- Uniquely designed and tuned to provide optimum performance, aggressive sound, durability and pure driving excitement
- Made from high-quality 304 stainless steel
- Choice of dual rear-exit or side-exit with chrome- or black chrome-plated 4" exhaust tips embossed with "Ford Racing" logo
- Features ultra-smooth mandrel bends, warp-free flanges and superior craftsmanship
- Alternative wheel bases: 157" requires M-5248-F15157* Mid-Pipe; 163" requires M-5248-F15163* Mid-Pipe

NOTE: Also fits 122" and 141" wheel bases. Requires shortening the mid-pipe. Please refer to install instructions.



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD PERFORMANCE F-150 CAT-BACK EXHAUST SYSTEMS



2015-2016 F-150 3.5L CAT-BACK EXHAUST SYSTEMS

M-5200-F1535DSB*

- F-150 Sport cat-back rear-exit exhaust system with black chrome tips for 3.5L engine. 49-state drive-by noise legal

M-5200-F1535DTB*

- F-150 Touring cat-back rear-exit exhaust system with black chrome tips for 3.5L engine. 50-state drive-by noise legal

M-5200-F1535RSB*

- F-150 Sport cat-back side-exit exhaust system with black chrome tips for 3.5L engine. 49-state drive-by noise legal

M-5200-F1535RTB*

- F-150 Touring cat-back side-exit exhaust system with black chrome tips for 3.5L engine. 50-state drive-by noise legal

M-5200-F1535DSC*

- F-150 Sport cat-back rear-exit exhaust system with chrome tips for 3.5L engine. 49-state drive-by noise legal

M-5200-F1535DTC*

- F-150 Touring cat-back rear-exit exhaust system with chrome tips for 3.5L engine. 50-state drive-by noise legal

M-5200-F1535RSC*

- F-150 Sport cat-back side-exit exhaust system with chrome tips for 3.5L engine. 49-state drive-by noise legal

M-5200-F1535RTC*

- F-150 Touring cat-back side-exit exhaust system with chrome tips for 3.5L engine. 50-state drive-by noise legal

2015-2016 F-150 2.7L CAT-BACK EXHAUST SYSTEMS

M-5200-F1527DSB*

- F-150 Sport cat-back rear-exit exhaust system with black chrome tips for 2.7L engine. 49-state drive-by noise legal

M-5200-F1527DTB*

- F-150 Touring cat-back rear-exit exhaust system with black chrome tips for 2.7L engine. 50-state drive-by noise legal

M-5200-F1527RSB*

- F-150 Sport cat-back side-exit exhaust system with black chrome tips for 2.7L engine. 49-state drive-by noise legal

M-5200-F1527RTB*

- F-150 Touring cat-back side-exit exhaust system with black chrome tips for 2.7L engine. 50-state drive-by noise legal

M-5200-F1527DSC*

- F-150 Sport cat-back rear-exit exhaust system with chrome tips for 2.7L engine. 49-state drive-by noise legal

M-5200-F1527DTC*

- F-150 Touring cat-back rear-exit exhaust system with chrome tips for 2.7L engine. 50-state drive-by noise legal

M-5200-F1527RSC*

- F-150 Sport cat-back side-exit exhaust system with chrome tips for 2.7L engine. 49-state drive-by noise legal

M-5200-F1527RTC*

- F-150 Touring cat-back side-exit exhaust system with chrome tips for 2.7L engine. 50-state drive-by noise legal

- Uniquely designed and tuned to provide optimum performance, aggressive sound, durability and pure driving excitement
- Made from high-quality 304 stainless steel
- Choice of dual rear-exit or side-exit with chrome- or black chrome-plated 4" exhaust tips embossed with "Ford Racing" logo
- Features ultra-smooth mandrel bends, warp-free flanges and superior craftsmanship
- Alternative wheel bases: 157" requires M-5248-F15157* Mid-pipe; 163" requires M-5248-F15163* Mid-pipe

NOTE: Also fits 122" and 141" wheel bases. Requires shortening the mid-pipe. Please refer to install instructions.



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD PERFORMANCE 2011-2014 F-150 5.0L CAT-BACK EXHAUST SYSTEMS



M-5200-F1550145C shown

FORD F-150 5.0L COYOTE CAT-BACK TOURING EXHAUST SYSTEM 145" WB

M-5200-F1550145C*

- Fits 2011-2014 F-150 5.0L Coyote engine with 145" wheel base
- 50-state legal for drive-by noise
- Uniquely designed and tuned to provide optimum performance, aggressive sound, durability and pure driving excitement
- Made from high-quality 304 stainless steel
- Dual rear exit with 304 stainless steel chrome-plated "Ford Racing" embossed 4" exhaust tips
- Features ultra-smooth mandrel bends, warp-free flanges and superior craftsmanship
- Does not require removal of spare tire

F-150 5.0L COYOTE CAT-BACK TOURING EXHAUST MID-PIPES

Mid-pipe converts M-5200-F1550145C 145" WB F-150 5.0L Ti-VCT Cat-Back Touring Exhaust System to fit 126" wheel base 2011-2014 Ford F-150 pickup.

- 126" wheel base requires **M-5248-F15126C***
- 133" wheel base requires **M-5248-F15133C***
- 157" wheel base requires **M-5248-F15157C***
- 163" wheel base requires **M-5248-F15163C***

FORD F-150 5.0L COYOTE CAT-BACK SPORT EXHAUST SYSTEM 145" WB

M-5200-F1550145L*

- Fits 2011-2014 F-150 5.0L Coyote engine with 145" wheel base
- 49-state legal for drive-by noise. Louder than touring exhaust system
- Uniquely designed and tuned to provide optimum performance, aggressive sound, durability and pure driving excitement
- Made from high-quality 304 stainless steel
- Dual rear exit with 304 stainless steel chrome-plated "Ford Racing" embossed 4" exhaust tips
- Features ultra-smooth mandrel bends, warp-free flanges and superior craftsmanship
- Does not require removal of spare tire

F-150 3.5L ECOBOOST® AND 5.0L COYOTE CAT-BACK SPORT EXHAUST MID-PIPES

Mid-pipes convert 145" WB sport exhaust systems to fit specific wheel base 2011-2014 Ford F-150 pickups.

- 126" wheel base requires Mid-Pipe **M-5248-F15126L***
- 133" wheel base requires Mid-Pipe **M-5248-F15133L***
- 157" wheel base requires Mid-Pipe **M-5248-F15157L***
- 163" wheel base requires Mid-Pipe **M-5248-F15163L***

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD PERFORMANCE 2011-2014 F-150 3.5L CAT-BACK EXHAUST SYSTEMS



FORD F-150 3.5L ECOBOOST® CAT-BACK SPORT EXHAUST SYSTEM 145" WB

M-5200-F1535145L*

- Fits 2011-2014 F-150 3.5L EcoBoost® engine with 145" wheel base
- 49-state legal for drive-by noise
- Uniquely designed and tuned to provide optimum performance, aggressive sound, durability and pure driving excitement
- Made from high-quality 304 stainless steel
- Dual rear exit with 304 stainless steel chrome-plated "Ford Racing" embossed 4" exhaust tips
- Features ultra-smooth mandrel bends, warp-free flanges and superior craftsmanship
- Does not require removal of spare tire

F-150 3.5L ECOBOOST® AND 5.0L COYOTE CAT-BACK SPORT EXHAUST MID-PIPES

Mid-pipes convert 145" WB sport exhaust systems to fit specific wheel base 2011-2014 Ford F-150 pickups.

126" wheel base requires Mid-Pipe **M-5248-F15126L***

133" wheel base requires Mid-Pipe **M-5248-F15133L***

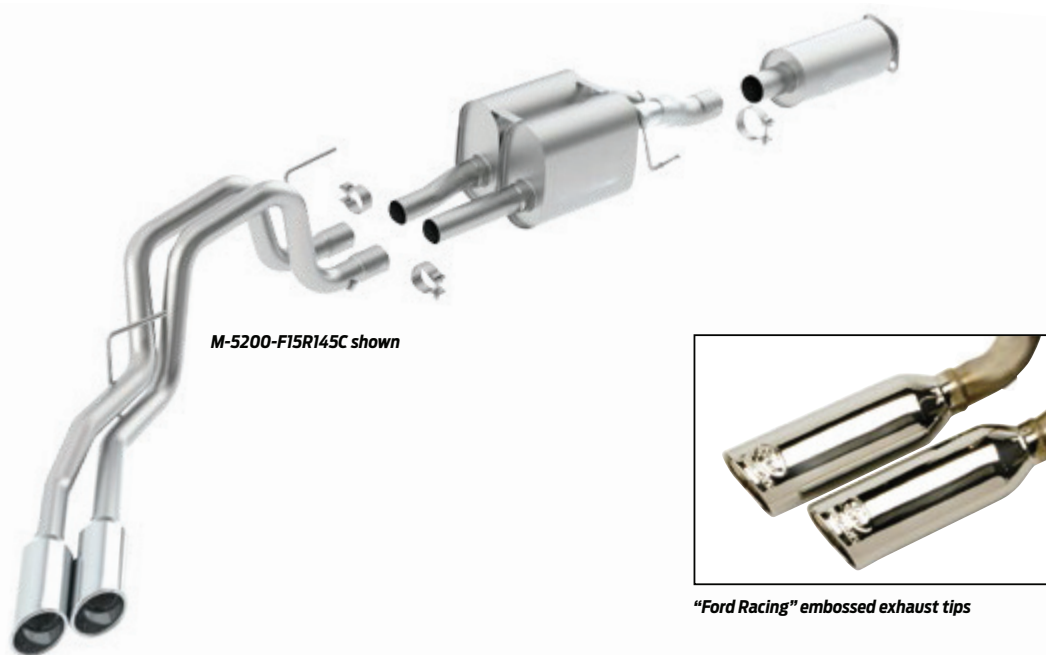
157" wheel base requires Mid-Pipe **M-5248-F15157L***

163" wheel base requires Mid-Pipe **M-5248-F15163L***

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.



FORD PERFORMANCE 2011-2014 F-150 SVT RAPTOR 6.2L CAT-BACK EXHAUST SYSTEMS



2011-2014 F-150 SVT RAPTOR 6.2L CAT-BACK TOURING EXHAUST SYSTEM 145" WB

M-5200-F15R145C*

- Fits 2011-2014 145" wheel base Ford F-150 SVT Raptor with 6.2L engine
- 50-state legal for drive-by noise
- Uniquely designed and tuned to provide optimum performance, aggressive sound, durability and pure driving excitement
- Made from high-quality 304 stainless steel
- Side rear exit 304 stainless steel chrome-plated "Ford Racing" embossed 4" exhaust tips
- Features ultra-smooth mandrel bends, warp-free flanges and superior craftsmanship
- Does not require removal of spare tire
- 133" wheel base Raptor requires M-5248-F15R133C Mid-Pipe

F-150 SVT RAPTOR 6.2L 133" WB CAT-BACK TOURING EXHAUST MID-PIPE

M-5248-F15R133C*

Mid-pipe converts M-5200-F15R145C F-150 SVT Raptor 6.2L 145" Touring Exhaust System to fit 133" wheel base.

2011-2014 F-150 SVT RAPTOR 6.2L CAT-BACK SPORT EXHAUST SYSTEM 145" WB

M-5200-F15R145L*

- Fits 2011-2014 145" wheel base Ford F-150 SVT Raptor with 6.2L engine
- 49-state legal for drive-by noise. Louder than touring exhaust system
- Uniquely designed and tuned to provide optimum performance, aggressive sound, durability and pure driving excitement
- Made from high-quality 304 stainless steel
- Side rear exit 304 stainless steel chrome-plated "Ford Racing" embossed 4" exhaust tips
- Features ultra-smooth mandrel bends, warp-free flanges and superior craftsmanship
- Does not require removal of spare tire
- 133" wheel base Raptor requires M-5248-F15R133L Mid-Pipe

F-150 SVT RAPTOR 6.2L 133" WB CAT-BACK SPORT EXHAUST MID-PIPE

M-5248-F15R133L*

Mid-pipe converts M-5248-F15R145L F-150 SVT Raptor 6.2L 145" Sport Exhaust System to fit 133" wheel base.

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

TREMOR 3.5L 126" WHEEL BASE SPORT SIDE EXIT EXHAUST

M-5200-F1535126L*

- Fits 2014 Ford F-150 Tremor Sport Truck with 3.5L EcoBoost® engine
- Cat-back exhaust system is 49-state legal for drive-by noise
- Uniquely designed and tuned to provide optimum performance, aggressive sound, durability and pure driving excitement
- Made from high-quality 304 stainless steel
- Dual 304 stainless steel black chrome-plated "Ford Racing" embossed exhaust tips, exits in front of rear wheel
- Features ultra-smooth mandrel bends, warp-free flanges and superior craftsmanship



"FORD RACING" F-150 CHROME EXHAUST TIPS

M-5255-F15R

- Fits 2010-2014 F-150 Raptor and 2009-2013 F-150 Harley truck with twin-pipe exhaust
- Chrome-plated stainless steel tips etched with "Ford Racing" logo
- 3.5" outside diameter
- Angle-cut design
- Easy-to-install, clamp-on design
- Includes one pair of tips and clamps



2010-2014 F-150 SVT RAPTOR ENHANCED FRONT SKID PLATE

M-5018-F15R

- Fits 2010-2014 F-150 SVT Raptor
- Replaces production front skid plate
- Added side and center reinforcements
- Complete with mounting brackets and hardware
- Powdercoated "foundry finish" gray
- "Ford Racing" logo, right and left sides



2010-2014 F-150 RAPTOR FOG LIGHT KIT

M-15200-F15RLED

- Fits 2010-2014 Ford F-150 Raptor
- Includes four off-road LED fog lamps, brackets, and wiring harness that mounts in the factory Raptor fog light holes
- Rugged, sealed aluminum construction
- Designed for serious off-road use and impenetrable to dust and water
- **FOR OFF-ROAD USE ONLY!**



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

ROUND AUXILIARY HIGH-INTENSITY DISCHARGE LIGHTS

M-15200-6HIDB 6"

M-15200-8HIDB 8"

- Fits M-15266-F15RBAR 2010-2014 F-150 SVT Raptor Light Bar and M-15266-F25 2008-2014 Ford F-Series Super Duty Light Bar
- Round black composite polymax housing
- Two long-range lights and two driving lights
- Built-in, internal HID ballast
- Intense, super bright HID bulbs
- Adjustable mounting bracket for easy and accurate aiming
- Protective and stylish ABS stone guard included
- FOR OFF-ROAD USE ONLY!
- M-15525-HNSA Wiring Kit works with light kit and Ford trucks without in-dash aux switch panel
- M-15525-HNSB Wiring Kit works with light kit and Ford trucks with in-dash aux switch panel
- Parts ordered after 7/1/2013 include weatherpack connectors that match harnesses ordered after 7/1/2013



8" ROUND AUXILIARY HALOGEN LIGHTS

M-15200-8HALB

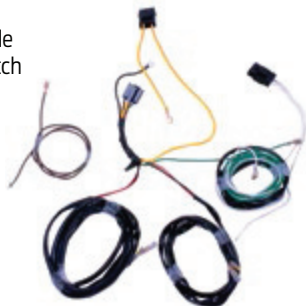
- Fits M-15266-F15RBAR 2010-2014 F-150 SVT Raptor Light Bar and M-15266-F25 2008-2014 Ford F-Series Super Duty Light Bar
- Black powdercoated housing
- 100-watt halogen bulbs
- Matching black ABS stone guards
- Four lights per kit
- Two long-range lights and two driving lights
- May obstruct frontview camera on 2012-2014 SVT Raptor
- FOR OFF-ROAD USE ONLY!
- M-15525-HNSA Wiring Kit works with light kit and Ford trucks without in-dash aux switch panel
- M-15525-HNSB Wiring Kit works with light kit and Ford trucks with in-dash aux switch panel
- Parts ordered after 7/1/2013 include weatherpack connectors that match harnesses ordered after 7/1/2013



F-SERIES AUX LIGHT HARNESS WITHOUT OEM SWITCHES

M-15525-HNSA

- Auxiliary light wiring kit for F-Series trucks without in-dash aux switches
- Wiring kit works with M-15200-8HIDB Light Kit and Ford F-series trucks without in-dash aux switch panel
- Parts ordered after 7/1/2013 include weatherpack connectors that match light kits ordered after 7/1/2013



F-SERIES AUX LIGHT HARNESS WITH OEM SWITCHES

M-15525-HNSB

- Wiring kit works with M-15200-8HIDB 8" HID Light Kit and Ford F-series trucks with in-dash aux switch panel
- Wiring kit works with M-15200-8HALB 8" Halogen Light Kit and Ford F-series trucks with in-dash aux switch panel
- Wiring kit works with M-15200-6HIDB 6" HID Light Kit and Ford F-series trucks with in-dash aux switch panel
- Parts ordered after 7/1/2013 include weatherpack connectors that match light kits ordered after 7/1/2013



F-150 SVT RAPTOR FRONT AUXILIARY LIGHT BAR

M-15266-F15RBAR

- Fits 2010-2014 F-150 SVT Raptor
- Made from 1-3/4" O.D., .120" wall steel tubing
- Equipped with four welded tabs for mounting 4", 6" or 8" diameter lights
- Easy installation, bolts up to existing factory holes, no drilling required
- Gray powdercoated finish
- Lights sold separately
- For 8" round auxiliary high-intensity discharge lights, see M-15200-8HIDB
- For 6" round auxiliary high-intensity discharge lights, see M-15200-6HIDB
- Lights may partially obstruct frontview camera on 2012-2014 SVT Raptor
- FOR OFF-ROAD USE ONLY!
- This product will affect performance of air bag system



F-150 FRONT AUXILIARY LIGHT BAR

M-15266-F15

- Fits 2009-2014 Ford F-150
- Black powdercoated 1-3/4" tubing with two light tabs
- "Ford Racing" logo stamped into end plate
- Simple bolt-on to factory frame locations
- Retains use of factory tow hooks
- Made in the USA
- Lights sold separately
- FOR OFF-ROAD USE ONLY!
- This product will impact performance of air bag system

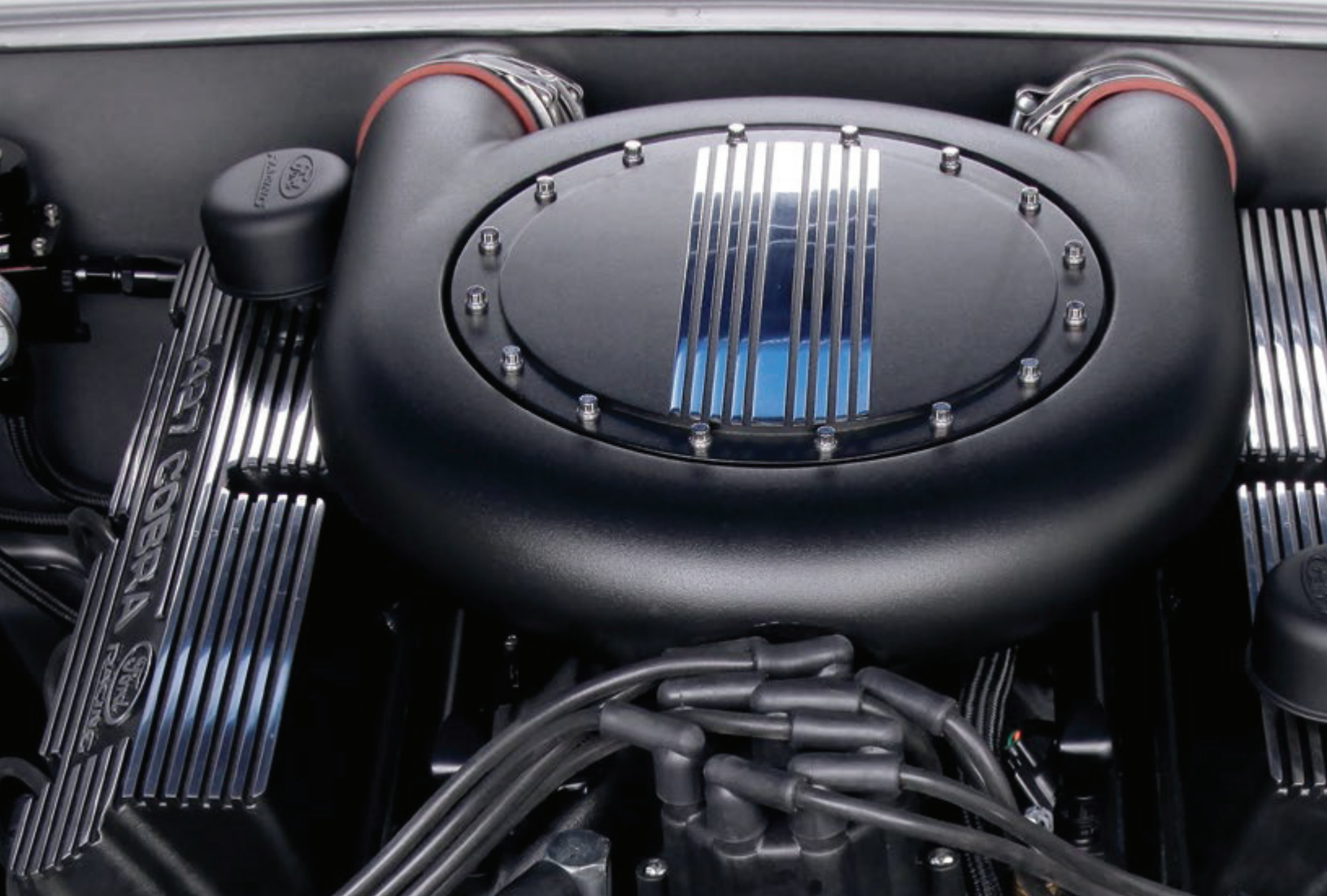


SUPER DUTY FRONT AUXILIARY LIGHT BAR

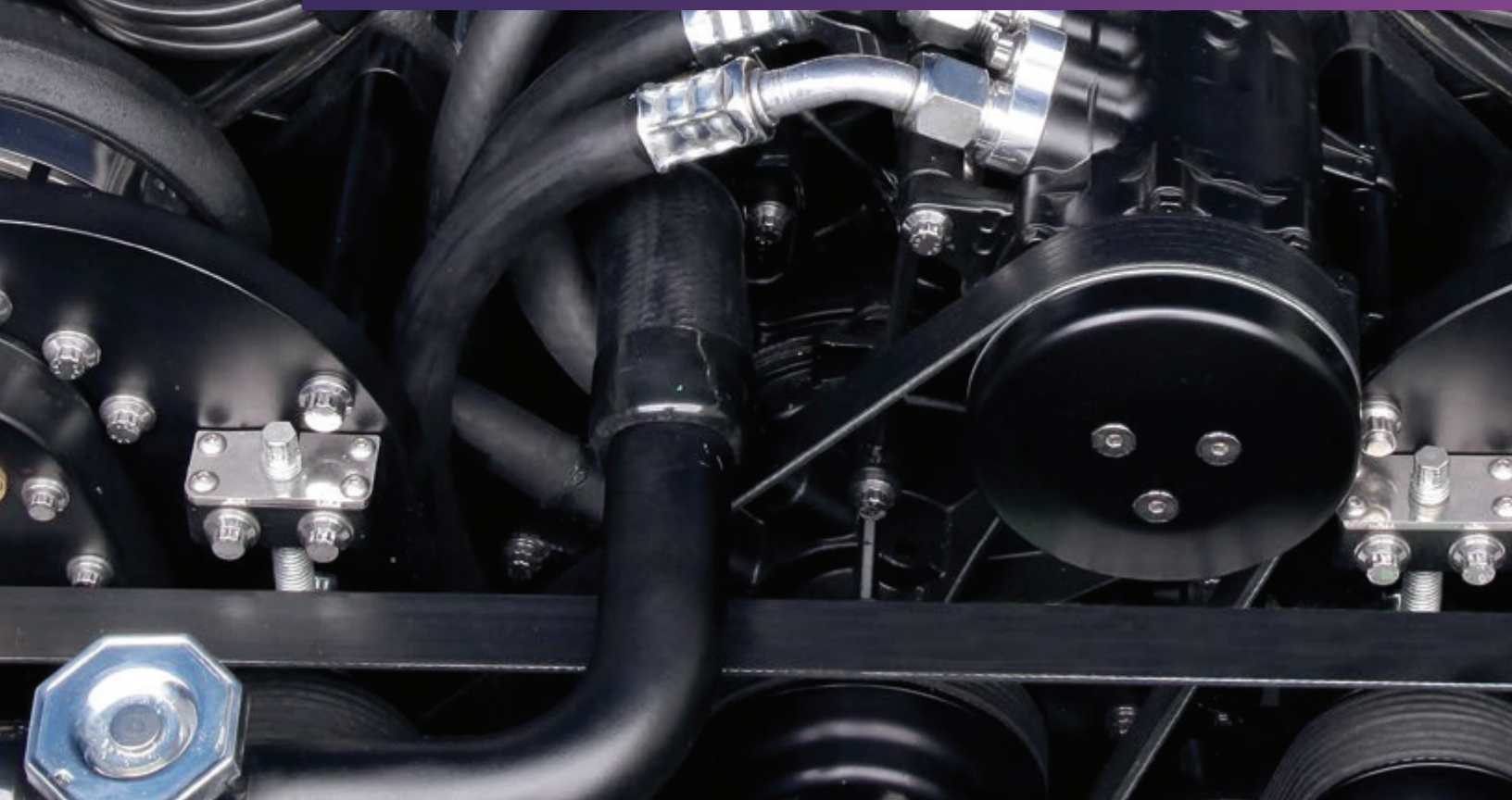
M-15266-F25

- Fits 2008-2014 Ford F-250 Super Duty
- Black powdercoated 1-3/4" tubing with four light tabs
- "Ford Racing" logo stamped into end plate
- Simple bolt-on to factory frame locations
- Retains use of factory tow hooks
- Made in the USA
- Lights sold separately
- For 6" round auxiliary high-intensity discharge lights, see M-15200-6HIDB
- For 8" round auxiliary high-intensity discharge lights, see M-15200-8HIDB
- FOR OFF-ROAD USE ONLY!
- This product will impact performance of air bag system





FORD PERFORMANCE ENGINES



FORD PERFORMANCE ENGINES



2015 MUSTANG 5.0L COYOTE CRATE ENGINE

M-6007-M50A*

The Ford Performance all-aluminum 2015 5.0L Coyote crate engine is a modern 5.0L 32-valve DOHC V8 that uses advanced features like Twin Independent Variable Camshaft Timing (Ti-VCT) to deliver 435 horsepower @ 6500 rpm and 400 lb-ft+ of torque @ 4250 rpm (with premium fuel). The light-weight aluminum cylinder block features cross-bolted main bearing caps and thick main bearing bulkheads for bottom-end strength, optimized oil drainback and windage control to improve high-rpm performance.

- Fits 2015 Mustang GT
- 435 horsepower 400 lb-ft+ of torque
- 11.0:1 compression ratio
- Hypereutectic aluminum pistons
- Forged steel connecting rods
- Forged steel crankshaft
- Aluminum block
- 8 qt. capacity oil pan
- Tuned composite intake manifold provides efficient air delivery and weight savings
- 80 mm single bore drive by wire throttle body with variable runner control



- Aluminum cylinder heads, DOHC, four valves per cylinder, variable intake and exhaust camshaft timing
- Mustang GT 409 stainless steel tubular exhaust manifold on the RIGHT SIDE ONLY
- Includes manual transmission engine harness and flywheel
- Vehicle harness and PCM not included
- Use M-6017-504V Ford Performance's NEW Wiring, PCM and Installation Kit designed for street rod/project car installation
- Does not include alternator; for alternator kit, see M-8600-M50BALT
- Engine mount bosses and bellhousing mount pattern common to 4.6L modular engines
- 5.0L Mustang engine cover kit available, see M-9680-M50A
- Photo and specs may vary
- Engine weight: 444 lbs

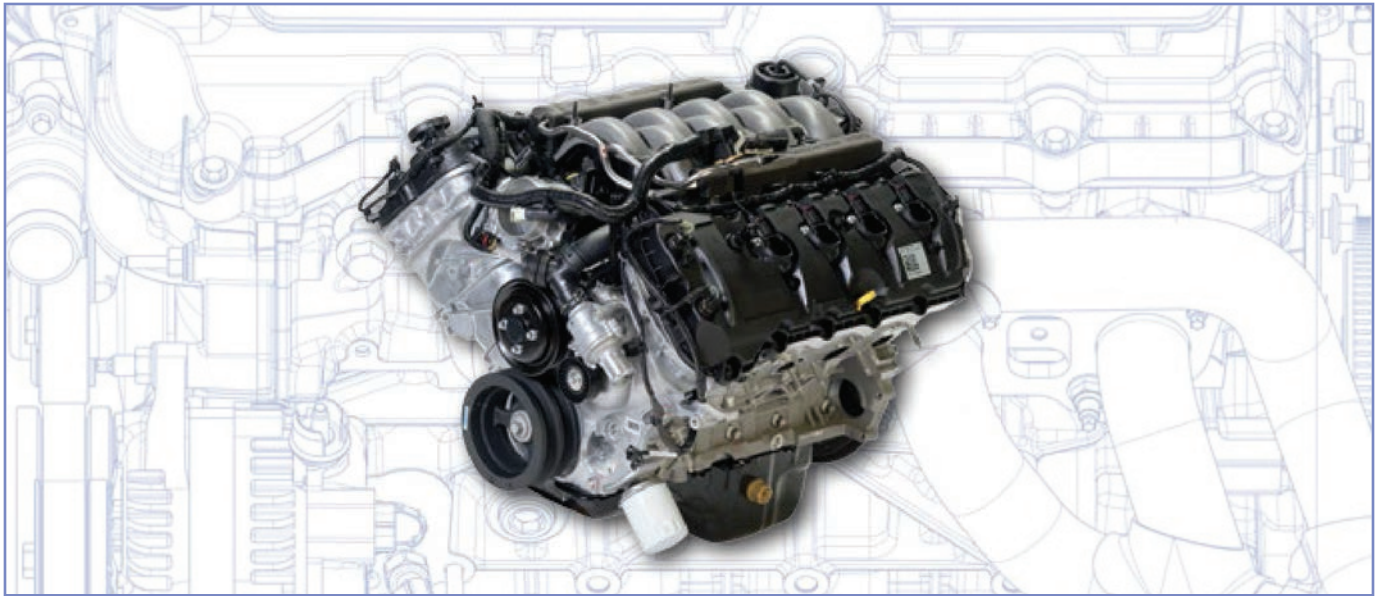
5.0L COYOTE STREET ROD CAST IRON EXHAUST MANIFOLDS

M-9430-SR50A

- Fits 5.0L Coyote engine
- From 2015 Ford F-150 5.0L Coyote truck program
- Great for street rod builds or other Coyote swap projects where a cast iron exhaust manifold is desired



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.



5.0L COYOTE ALUMINATOR NA CRATE ENGINE

M-6007-A50NAA*

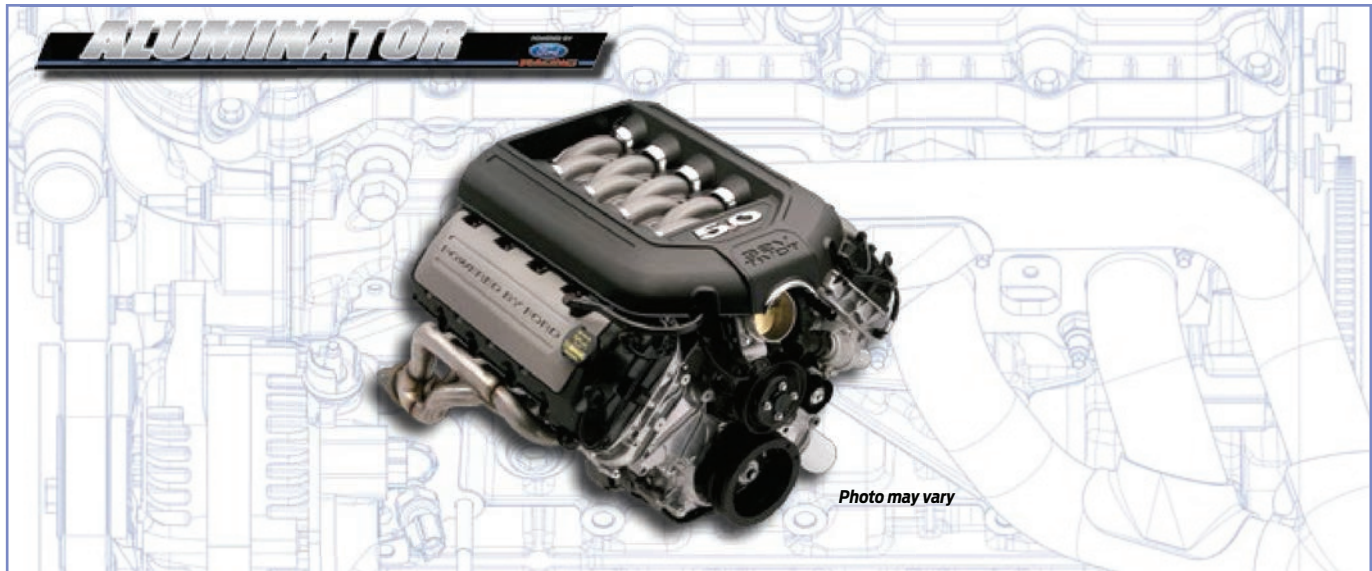


Ford Performance has taken the Mustang GT 5.0L Coyote engine and created another in its series of “Aluminator” crate engines built to deliver higher performance. The 5.0L Aluminator NA is built with connecting rods and pistons designed specifically for high-performance applications. Mahle® 11.0:1 compression ratio forged pistons are hard anodized and feature Grafal® low-friction coating. The connecting rods are premium Manley® H-beam with ARP®2000 bolts and fitted with BOSS 302 high-performance bearings. The 5.0L Aluminator NA is a direct bolt-in for 2015-2016 Mustang GT. It can be used in street rod or resto-mod builds using M-6017-504V Ford Performance’s 5.0L Engine Control Pack.

- Fits 2015-2016 Mustang GT
- 5.0L (302 cubic inches)
- 11.0:1 compression ratio (nominal)
- Mahle® hard anodized forged pistons with Grafal® low-friction coating
- Manley® H-beam connecting rods with ARP®2000 bolts
- BOSS 302 connecting rod bearings
- Forged steel crankshaft
- Uses production aluminum block
- Large rear sump oil pan with 8 qt. capacity features optimized oil drainback and windage tray to control oil and improve high-rpm performance
- Tuned composite Mustang GT intake manifold with production drive by wire 80 mm throttle body variable runner control

- Four-valve-per-cylinder aluminum heads with roller-finger followers reduce friction
- M-6513-M50BR BOSS 302 Valve Springs
- Mustang GT production camshafts
 - Intake: 13 mm lift 260 degrees duration
 - Exhaust: 13 mm lift 263 degrees duration
- M-9680-M50A Ford Performance Engine Cover Kit
- Includes manual transmission engine injector harness
- Front cover is modified for Ford Performance supercharger kits
- For applications not using a Ford Performance supercharger kit, stock timing cover must be installed
- Includes M-12405-M50 Colder Heat Range Zero (0) Spark Plugs
- Includes M-6731-FL820 Ford Racing Oil Filter
- Includes M-6600-50CJ Billet Steel Gerotor Oil Pump
- Vehicle harness and PCM not included. Use M-6017-504V Ford Performance Wiring, PCM and Installation Kit designed for street rod/project car installation
- Does not include alternator; for alternator kit, see M-8600-M50BALT
- Engine mount bosses and bellhousing mount pattern common to 4.6L modular engines

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.



5.0L COYOTE ALUMINATOR SC CRATE ENGINE

M-6007-A50SCA*



The Ford Performance 5.0L Coyote “Aluminator” crate engine is a modern 5.0L 32-valve DOHC V8 that uses advanced features like Twin Independent Variable Camshaft Timing (Ti-VCT) to deliver big power. Unlike the factory 5.0L engine, the “Aluminator” is built with low-compression forged pistons and H-beam connecting rods to meet the demands of forced induction.

- Fits 2015-2016 Mustang GT
- 5.0L (302 cubic inches)
- 9.5:1 compression ratio for supercharged applications (nominal)
- Mahle® hard anodized forged pistons with Grafal® low-friction coating
- Manley® H-beam connecting rods with ARP®2000 bolts
- Mustang GT forged steel crankshaft
- Uses production aluminum cylinder block
- Large rear sump oil pan with 8 qt. capacity features optimized oil drainback and windage tray to control oil and improve high-rpm performance
- Tuned composite Mustang GT intake manifold with production drive by wire 80 mm throttle body
- Four-valve-per-cylinder aluminum heads with roller-finger followers reduce friction
- Mustang GT production camshafts
 - Intake: 13 mm lift 260 duration
 - Exhaust: 13 mm lift 263 duration

- Heads feature M-6513-M50BR BOSS 302 Valve Springs
- Includes manual transmission engine injector harness
- Front cover is modified for Ford Performance supercharger kits
- For applications not using a Ford Performance supercharger kit, stock timing cover must be installed
- Includes M-12405-M50 Colder Heat Range Zero (0) Spark Plugs for supercharging
- Includes M-6731-FL820 Ford Racing Oil Filter
- Includes M-6600-50CJ Billet Steel Gerotor Oil Pump
- Vehicle harness and PCM not included. Use M-6017-504V Ford Performance Wiring, PCM and Installation Kit designed for street rod/project car installation
- Does not include alternator; for alternator kit, see M-8600-M50BALT
- Engine mount bosses and bellhousing mount pattern common to 4.6L modular engines

NOTE: Due to 9.5:1 compression ratio, custom tuning is required for optimum performance. Includes M-9680-M50A 5.0L Mustang Engine Cover Kit.

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.



5.0L ALUMINATOR XS CRATE ENGINE M-6007-A50XS*

Ford Performance has taken the technology and hardware developed for the Mustang Cobra Jet drag racing car and created the ultimate 5.0L crate engine. With a rating of 500 horsepower, the new Aluminator XS is the most powerful naturally aspirated modular crate engine ever built by Ford Performance. Every Aluminator is hand-assembled by the same technicians that build the Mustang Cobra Jet drag racing engines. Ford Performance engineers developed a balanced combination of high end 500 horsepower and strong mid-range torque with the CJ short runner high-rpm intake manifold, 13 mm camshafts and fully CNC-ported BOSS 302 cylinder heads.

- Fits 2011-2014 Mustang GT
- 500+ horsepower
- 5.0L (302 cubic inches)
- 11.0:1 compression ratio
- Mahle® hard anodized forged pistons with Grafal® low-friction coating
- Manley® H-beam connecting rods with ARP®2000 bolts
- Forged steel crankshaft
- Uses production Mustang GT aluminum cylinder block
- M-6675-M50BR Ford Performance 12 qt. Rear Sump Oil Pan features optimized oil drainback and windage tray to control oil and improve high-rpm performance
- M-6600-50CJ Ford Performance High-Performance Billet Steel Oil Pump
- M-9424-M50CJ Ford Performance Cobra Jet Tuned Intake (pre-production intake manifold shown)
- M-9926-CJ65 Ford Racing Throttle Body
- Four-valve-per-cylinder BOSS fully CNC-ported aluminum heads with roller-finger camshaft followers
- M-6513-M50BR Ford Performance BOSS Valve Springs
- Ford Performance camshafts
 - M-6550-M50BINT Intake Camshaft – 13 mm lift/263 degrees duration
 - M-6550-M50BEXH Exhaust Camshaft – 13 mm lift/290 degrees duration
- M-9593-LU47 Ford Performance 47 lb/hr Fuel Injectors
- M-12A227-CJ13 Ford Performance High RPM Pulse Ring
- M-6P067-M50B Ford Performance Blue Coil Covers
- M-12405-M50 Ford Performance Heat Range Zero (0) Spark Plugs
- M-6731-FL820 Ford Performance Oil Filter
- M-8600-M50BALT Alternator Kit
- Includes production BOSS 302 crankshaft damper

- Vehicle harness and PCM not included. Use M-6017-A504V Ford Racing Wiring, PCM and Installation Kit designed for street rod/project car installation
 - Engine mount bosses and bellhousing mount pattern common to 4.6L modular engines
 - Assembly plant lift brackets not included
 - Premium fuel only!
- NOTE:** Custom PCM calibration required.



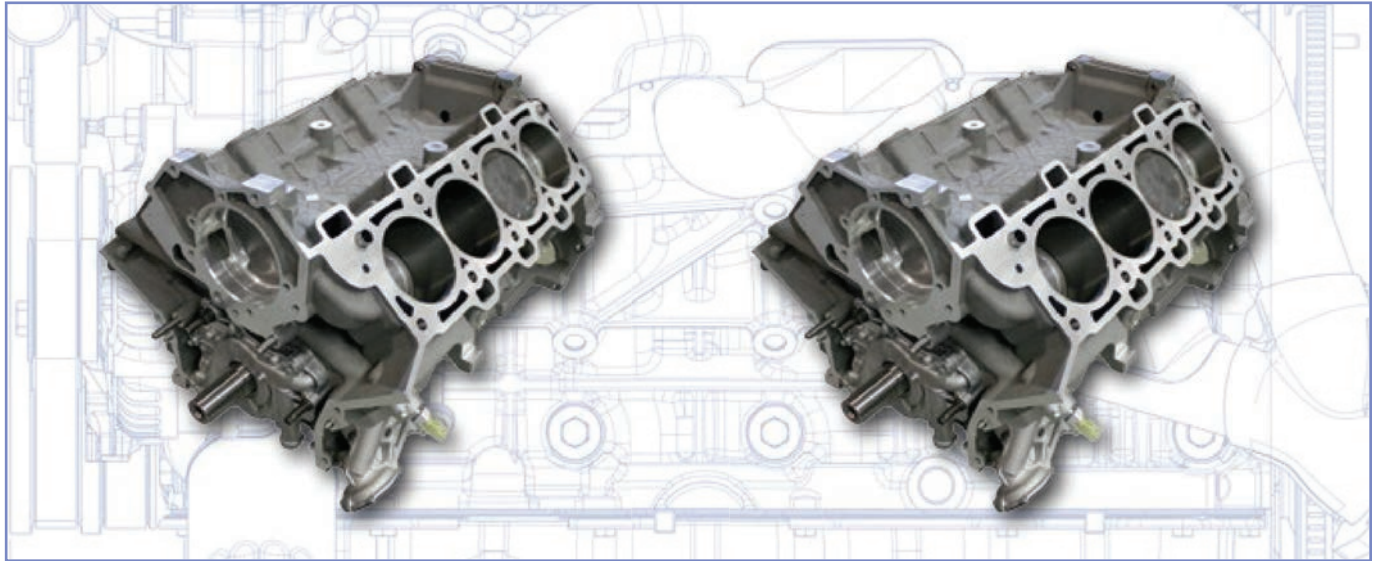
NMRA COYOTE STOCK SEALED RACING ENGINE

M-6007-M50S

- Spec engine for NMRA Coyote Stock class
- Sealed version of M-6007-M50
- Use with M-6017-A504V Control Pack Installation Kit

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD PERFORMANCE ENGINES



2011-2014 5.0L COYOTE ALUMINATOR SHORT BLOCKS



M-6009-A50NAA NA Short Block 11.0:1 ratio

M-6009-A50SCA SC Short Block 9.5:1 ratio

Just like the fully built-up engines, Aluminator short blocks are hand-assembled and use Manley® connecting rods with ARP® rod bolts and Mahle® forged pistons. Two versions are available – 9.5:1 and 11.0:1 compression ratio.

These Aluminator short blocks serve as a strong foundation for the enthusiast who wants to spec and finish a Coyote build to his or her particular application and needs.

Ford Performance engineers have taken care of the toughest part of building a new engine by designing a strong and durable short block that offers a wide range of power possibilities. And every Ford Performance Aluminator short block is precision internal-balanced and hand-assembled in the U.S. with performance clearances.

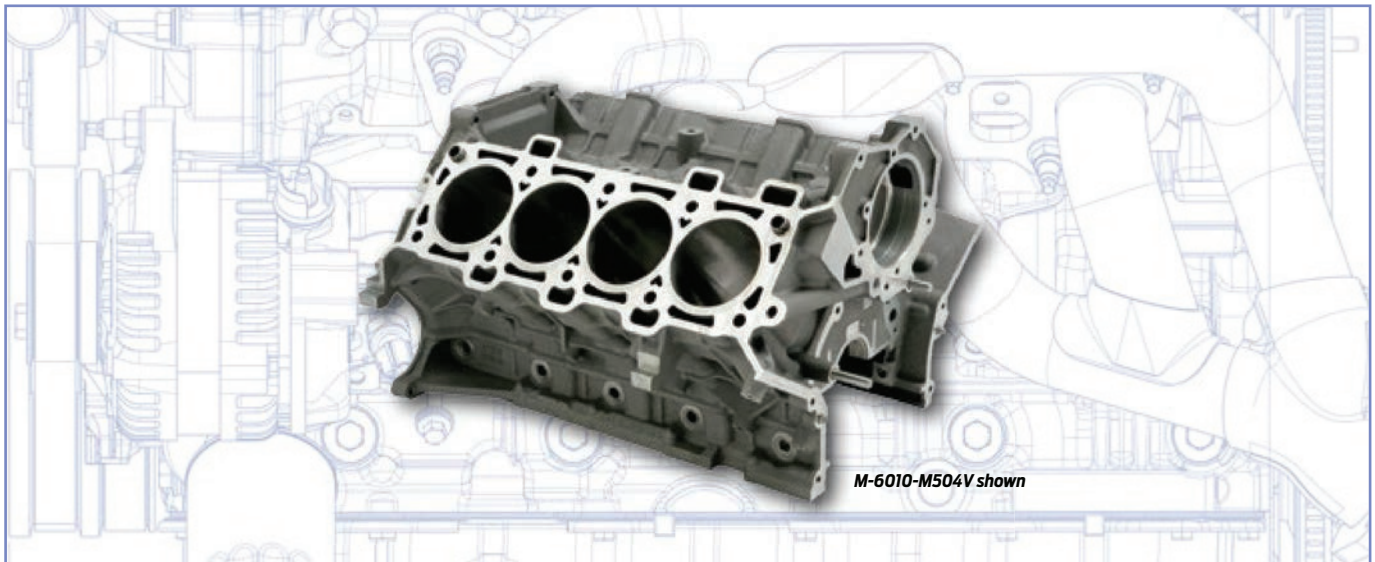
Ford Performance offers a number of components to finish the build, including the simple-to-install control pack to get it up and running in just about any vehicle – from late model Mustang to resto-rods to classic muscle cars to street rods.

Specs: M-6009-A50NAA Aluminator Short Block

- 5.0L (302 cubic inches)
- 11.0:1 compression ratio (nominal)
- Mahle® hard anodized forged pistons with Grafal® low-friction coating
- Manley® H-beam connecting rods with ARP®2000 bolts
- Production aluminum cylinder block features cross-bolted main bearing caps and thick main bearing bulkheads for bottom-end strength
- M-6600-50CJ Ford Performance High-Performance Billet Steel Gerotor Oil Pump and Pickup Tube
- Assembled and ready for your heads, cams and timing set
- Photo and specs may vary

Specs: M-6009-A50SCA Aluminator Short Block

- 5.0L (302 cubic inches)
- 9.5:1 compression ratio (nominal)
- Mahle® hard anodized forged pistons with Grafal® low-friction coating
- Manley® H-beam connecting rods with ARP®2000 bolts
- Production aluminum cylinder block features cross-bolted main bearing caps and thick main bearing bulkheads for bottom-end strength
- M-6600-50CJ Ford Performance High-Performance Billet Steel Gerotor Oil Pump and Pickup Tube
- Assembled and ready for your heads, cams and timing set
- Photo and specs may vary



2015 5.0L COYOTE CYLINDER BLOCK

M-6010-M504VB

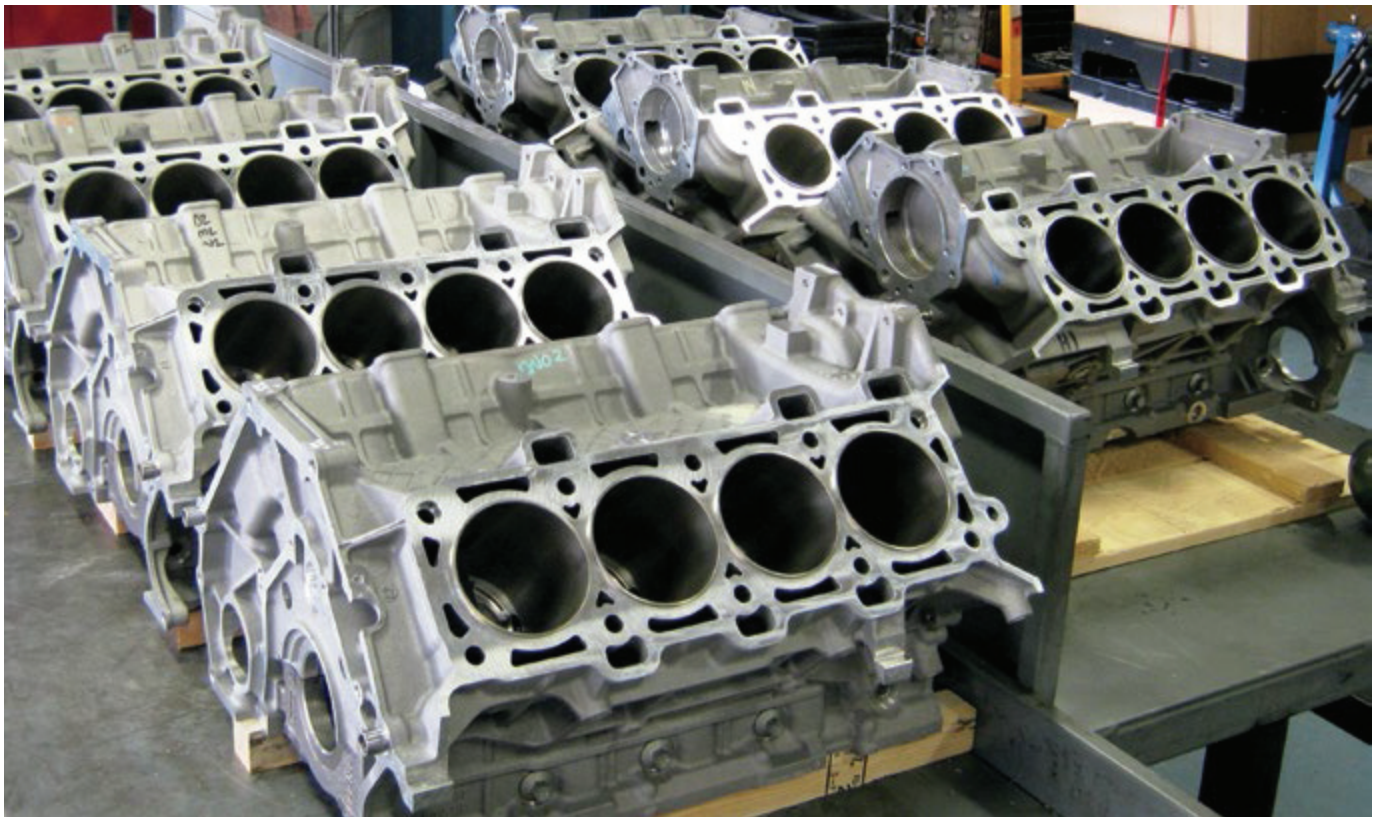


- 2015 Mustang GT 5.0L Coyote production aluminum block
- Low-pressure cast 319 aluminum
- Pressed-in thin-wall iron liners
- 92.2 mm bore size
- Block uses 11 mm head bolts
- Cross-bolted nodular iron main bearing caps
- Block has provisions for piston oil squirters
- Includes dowels and plugs

MUSTANG GT 5.0L COYOTE PRODUCTION ALUMINUM CYLINDER BLOCK

M-6010-M504V

- Mustang GT 5.0L 4V Coyote production aluminum block
- Fits 2011-2014 Mustang, will not fit 2015
- Low-pressure cast 319 aluminum
- Pressed-in thin-wall iron liners
- 92.2 mm bore size
- Cross-bolted nodular iron main bearing caps
- Block features 11 mm cylinder head bolts (2011-2012 engine builds using this block will require 11 mm head bolts)
- Block has provisions for engine oil squirters
- Includes dowels and plugs



FORD PERFORMANCE ENGINES

5.0L COYOTE PERFORMANCE ALUMINUM CYLINDER BLOCK

M-6010-M50R

- Special casting of the 5.0L Coyote block with improvements to support higher horsepower engine builds
- Water jacket below cylinder bore has been updated to add more material for strength
- The intake side of the bore at the deck surface includes a cast-in brace to improve strength of the cylinder wall and head gasket sealing
- 1/4" drain plug provision on right side of block for coolant draining
- Low-pressure cast 319 aluminum
- Pressed-in thin-wall iron liners
- 92.2 mm bore size
- Cross-bolted nodular iron main bearing caps
- Uses 11 mm cylinder head bolts
- This block uses the 2011-2014 oil filter adapter
- Block has provisions for piston oil squirters
- Includes plugs and dowels



2015 5.0L COYOTE PERFORMANCE ALUMINUM CYLINDER BLOCK



M-6010-M50RA

- Special casting of the 2015 5.0L Coyote block with improvements to support higher horsepower engine builds
- Water jacket below cylinder bore has been updated to add more material for strength
- The intake side of the bore at the deck surface includes a cast-in brace to improve strength of the cylinder wall and head gasket sealing
- 1/4" drain plug provision on right side of block for coolant draining
- Low-pressure cast 319 aluminum
- Pressed-in thin-wall iron liners
- 92.2 mm bore size
- Cross-bolted nodular iron main bearing caps
- Uses 11 mm cylinder head bolts
- Block has provisions for piston oil squirters
- Includes plugs and dowels

NOTE: This block is not compatible with 2011-2014 oil filter adaptor.

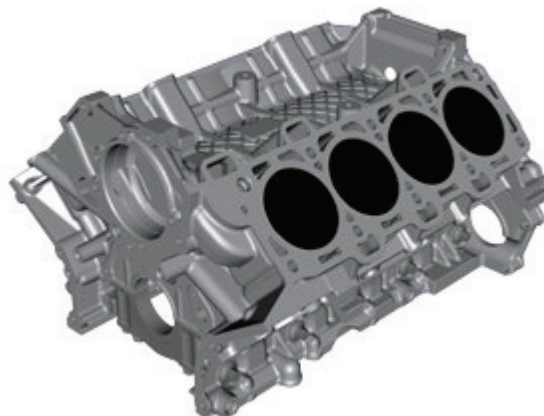


5.2L COYOTE ALUMINUM CYLINDER BLOCK



M-6010-M52V

- Original equipment for the 2016 Shelby Mustang GT350
- 94.0 mm bore
- Special high-performance casting of the Coyote block with improvements to support higher horsepower engine builds
- Water jacket below cylinder bore has been updated to add more material for strength
- The intake side of the bore at the deck surface includes a cast-in brace to improve strength of the cylinder wall and head gasket sealing
- Block features plasma transferred wire arc spray weld liner coating
- Liner coating provides improved durability and heat transfer, reduced friction, and a weight savings compared to the Mustang GT aluminum block
- Cylinder bores are finish-honed and ready to assemble
- All block features are finish-machined including head deck and crank bore
- Cylinder liner coating does not require unique piston rings or piston material
- Cross-bolted nodular iron main bearing caps
- Uses 12 mm cylinder head bolts
- Block has provisions for piston oil squirters
- Includes plugs and dowels



5.0L COYOTE BLOCK HARDWARE KIT 2011-2015

M-6026-A50A

- Hardware kit for use in 2011-2015 5.0L Coyote engine builds
- Kit includes:
 - Main cap bolts
 - Piston-cooling nozzles
 - .75" cup plug
 - 13.84 mm cup plug
 - 14 mm cup plug
 - Transmission dowels
 - Front/rear cover dowels
 - Cylinder head dowels
 - Timing chain guide dowels



5.0L COYOTE MOTOR MOUNT

M-6038-M50

- Fits 2011-2015 5.0L Mustang GT engines
- Coyote engine mount kit for engine swaps
- Includes cast aluminum engine brackets, engine mounts and hardware



5.0L COYOTE MUSTANG BOSS 302 FORGED CRANK

M-6303-M50B

- Finish-machined forged steel crankshaft as used in the production 2012-2013 Mustang BOSS 302 engine
- 92.7 mm stroke
- Balance is compatible with the BOSS 302 connecting rod and piston assembly
- Requires balancing if used with another rod and piston assembly



5.0L COYOTE BILLET STEEL GEROTOR OIL PUMP

M-6600-50CJ

- Fits all 5.0L Ti-VCT engine applications
- Oil pump assembly with billet steel gerotor set
- Produced by OEM manufacturer to minimum allowable tolerances
- Pump assembly is pressure- and flow-tested with OEM procedure
- Recommended for race and power adder applications
- Used on 2013-2014 Cobra Jet engines and Ford Racing Aluminator crate engines
- M-6600-A50PKIT Installation Kit recommended



5.0L COYOTE OIL PUMP INSTALLATION KIT

M-6600-A50PKIT

- Fits 2011-2015 5.0L Coyote Mustang GT and F-150 engines
- This kit is intended to be used when installing an oil pump on a 5.0L Coyote engine
- Kit includes:
 - Timing cover gasket and seals
 - Oil pan gaskets
 - Damper bolt
 - Water pump gasket
 - Thermostat gasket
 - Oil pump pickup gasket
 - Cam cover gasket



2011-2014 5.0L COYOTE RACE OIL PAN

M-6675-M50BR

- Fits 2011-2014 Mustang 5.0L Ti-VCT engine
- Used on Mustang BOSS 302R, BOSS 302S and 2013 Cobra Jet Mustang engine
- Internal baffle system designed for road race applications
- 12 qt. capacity
- Includes oil pickup tube
- Black powdercoated
- Pipe plug fitting for oil temperature gauge



FORD PERFORMANCE ENGINES

2011-2014 5.0L COYOTE OIL LINE ADAPTOR

M-6881-M50

- Fits 2011-2014 5.0L Coyote engines
- Blue anodized billet aluminum oil line adaptor replaces oil filter adaptor
- Allows installation of remote mounted oil filter and oil cooler
- Designed for -10 AN lines with O-ring port fittings
- Includes adaptor to engine block O-rings and mounting bolts
- Can be used with M-6007-M50, M-6007-A50NA, M-6007-A50SC, M-6007-A50XS Crate Engines when stock oil filter requires relocation
- Recommended for street car applications
- Warning: Your selection of fittings and filter adaptor may restrict oil flow, causing engine damage



MUSTANG BOSS 302 ENGINE OIL COOLER

M-6642-MB

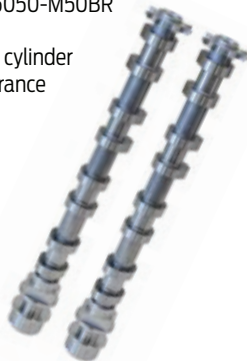
- Original equipment on 2012-2013 Mustang BOSS 302. Fits 2011-2014 Mustang GT with 5.0L 4V Coyote engine
- Engine-mounted oil cooler
- Water-to-oil type cooler
- Kit includes BOSS 302 radiator hose with integral oil cooler fitting
- Uses M-6731-FL820 Ford Performance High-Performance Oil Filter



2012 BOSS 302 EXHAUST CAM SET

M-6550-M50BEXH

- Higher lift and longer duration for increased engine performance
- 13 mm lift/290 degrees duration (stock 11 mm lift/263 degrees duration)
- Compatible with M-6049-M50BR and M-6050-M50BR Mustang BOSS 302 Cylinder Head
- Will work with Mustang GT 5.0L 4V Coyote cylinder head with modification for rocker arm clearance
- Requires use of M-6513-M50BR BOSS 302 Valve Spring Kit
- The cams are used on the 2013 Cobra Jet naturally aspirated engine
- Use with long tube headers
- Custom calibration required
- Sold as a pair of camshafts



2012 BOSS 302 INTAKE CAM SET

M-6550-M50BINT

- Higher lift and longer duration for increased engine performance
- 13 mm lift/263 degrees duration vs. 12 mm lift/260 degrees duration on Mustang GT 5.0L engine
- Compatible with M-6049-M50BR and M-6050-M50BR Mustang BOSS 302 Cylinder Head
- Check cam follower roller to cylinder head clearance with base 2011-2014 Mustang GT 5.0L 4V Coyote cylinder head
- Recommend use of M-6513-M50BR BOSS 302 Valve Spring Kit
- The cams are used on the 2013 Cobra Jet naturally aspirated engine
- Custom calibration required
- Sold as a pair of camshafts



2015 5.0L COYOTE MUSTANG CAMSHAFT DRIVE KIT

M-6004-A5015

Camshaft drive kit for the 5.0L Coyote engine with an aluminum block.

- Fits 2015 5.0L Mustang Coyote engine (For 2011-2014, see M-6004-A504)
- Kit includes new production:
 - Tensioner arms
 - Chain guides
 - Primary and secondary timing chains
 - Primary and secondary timing chain tensioners
 - Camshaft VCT phasers and bolts
 - Crankshaft sprocket
 - Includes dowel pin and fasteners



2011-2014 5.0L 4V MUSTANG COYOTE CAMSHAFT DRIVE KIT

M-6004-A504

Camshaft drive kit for the 5.0L Mustang Coyote engine with an aluminum block.

- Fits 2011-2014 5.0L Mustang Coyote engine (For 2015, see M-6004-M5015)
- Kit includes new production:
 - Tensioner arms
 - Chain guides
 - Primary and secondary timing chains
 - BOSS primary timing chain tensioners
 - Secondary timing chain tensioners
 - Camshaft VCT phasers and bolts
 - Crankshaft sprocket
 - Includes dowel pin and fasteners

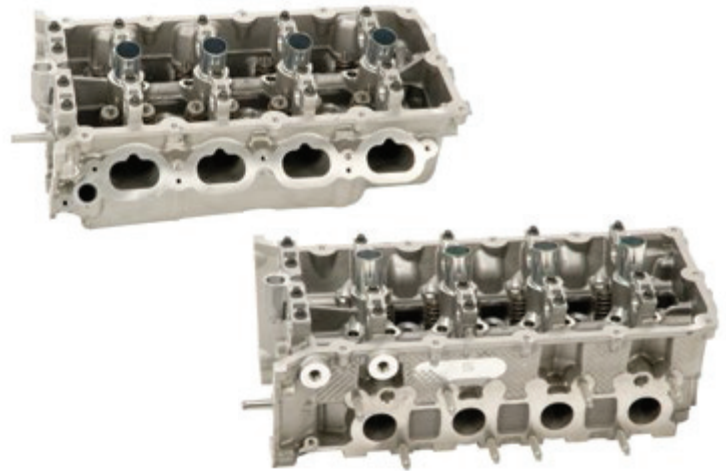


MUSTANG GT 5.0L COYOTE CYLINDER HEAD

M-6049-M50 RH

M-6050-M50 LH

- Production Mustang GT 5.0L Coyote aluminum cylinder head
- Fits 2011-2014 Mustang GT
- Finish-machined cylinder head ready to install
- 193cc intake port volume
- 31 mm exhaust valve
- 37 mm intake valve
- Includes intake and exhaust valves, springs and retainers
- Does not include cams or rocker arms
- Use M-6067-M50BR Head Changing Kit



2015 5.0L COYOTE HEAD CHANGING KIT – 11 MM HEAD BOLTS



M-6067-M50

- Fits 2015 Mustang 5.0L Coyote cylinder head
- Note that 2015 Coyote head gasket is unique and will not interchange with 2011-2014 engines
- Kit includes multi-layer steel head gaskets and high-strength torque-to-yield 11 mm head bolts



BOSS 302R HEAD CHANGING KIT – 12 MM HEAD BOLTS

M-6067-M50BR

- Fits 2012 5.0L BOSS 302R Coyote cylinder head and base 5.0L Coyote cylinder head
- Improved sealing for high cylinder pressure
- Kit includes multi-layer steel head gaskets and high-strength 12 mm torque-to-yield head bolts

BOSS 302R HEAD CHANGING KIT – 11 MM HEAD BOLTS

M-6067-M50BR11

- Fits 2013 5.0L BOSS 302R Coyote cylinder head and 2013-2014 base 5.0L Coyote cylinder head
- Improved sealing for high cylinder pressure
- Kit includes multi-layer steel head gaskets and high-strength torque-to-yield 11 mm head bolts



5.0L COYOTE LASH ADJUSTER ASSEMBLY KIT

M-6500-M50

- Fits 2011-2015 5.0L Coyote engines
- Full engine set of 32 camshaft lash adjusters



5.0L COYOTE ROLLER FINGER FOLLOWER KIT

M-6564-M50

- Fits 2011-2015 5.0L Coyote engines
- Full engine set of 32 camshaft roller finger followers



FORD PERFORMANCE ENGINES

BOSS 302R VALVE SPRING KIT

M-6513-M50BR

- Valve spring used on 2012 Mustang BOSS 302 engine
- Higher seat pressure than 2011-2014 base valve spring
- 300 N closed 700 N open BOSS 302
- 265 N closed 650 N open Mustang GT
- Installed height 40 mm, same as Mustang GT
- 8000 rpm compatible
- Use with cams up to 13 mm lift
- Can be used on base 5.0L Coyote head
- Sold in sets of 16



5.0L 4V COYOTE BOSS 302 TIMING CHAIN TENSIONERS

M-6266-M50B

- Fits 2011-2016 5.0L Coyote engines
- Designed for improved timing chain durability in high rpm applications
- Used on 2013 Mustang Cobra Jet engine program
- Includes a pair of primary chain tensioners and bolts



BOSS 302 INTAKE MANIFOLD

M-9424-M50BR

- Fits 2011-2014 Mustang GT with manual transmission
- Original equipment on Mustang BOSS 302, 302S and 302R race cars
- Made from light-weight composite material
- Short runners for optimum flow at high rpms
- Includes unique "Ford Racing" intake badging
- O-ring intake gaskets included
- M-9444-M50B BOSS 302 Intake Manifold Install Kit is recommended and includes the necessary production components to complete the installation (minor wiring harness modifications required)
- Calibration is necessary to prevent engine damage! Calibration not included!



NOTE: BOSS inlet tube does not have provisions for aspirator tube hookup common to automatic equipped 2011-2014 Mustang GT.

COBRA JET 5.0L 4V INTAKE MANIFOLD

M-9424-M50CJ

- Fits 2011-2014 Mustang GT with manual transmission and 2012-2013 BOSS 302
- Based on intake manifold used on naturally aspirated version of 2013 Mustang Cobra Jet race car
- Significant power increase above the M-9424-M50BR Ford Performance BOSS 302 Intake Manifold with no loss of torque
- Runners tuned for 7750 rpm peak power
- Made from light-weight composite material
- Total intake volume 635 cubic inches
- Designed and tested to 20+ psi
- O-ring intake gaskets included
- Requires M-9926-MSVT, M-9926-CJ65, or M-9926-SCJ Throttle Body
- Requires M-9603-M50CJ Cobra Jet 5.0L Cold Air Kit to mate to oval throttle body
- Mustang GT requires M-9444-M50B Installation Kit or equivalent (inlet hose in kit not used)
- Compatible with production 5.0L Coyote fuel rail
- Not compatible with strut tower brace
- Nitrous oxide not recommended for use with this manifold
- **Calibration is necessary to prevent engine damage! Calibration not included!**



NOTE: CJ inlet tube does not have provisions for aspirator tube hookup common to automatic equipped 2011-2014 Mustang GT.

BOSS 302 INTAKE MANIFOLD INSTALL KIT

M-9444-M50B

- This kit includes the necessary production Mustang BOSS 302 hardware to complete the installation of M-9424-M50BR Intake Manifold on a 2011-2014 Mustang GT 5.0L Coyote engine
- Kit includes:
 - Fuel vapor hose
 - Fuel vapor fuse bracket and fasteners
 - Fuel line
 - Air inlet tube assembly – throttle body to air-box

NOTE: BOSS inlet tube does not have provisions for aspirator tube hookup common to automatic transmission equipped 2011-2014 Mustang GT.



2015-2016 MUSTANG GT OIL-AIR SEPARATOR

M-6766-A50

- Precision-molded canister with unique filter media separates oil vapor from the air in the PCV system
- Designed and engineered specifically for installation on the Ford 5.0L Coyote engine
- All OEM hoses and fittings are used for a high-quality installation and function
- This is a highly engineered system, not a universal "fits-all" kit



MUSTANG 5.0L COYOTE COIL COVERS

M-6P067-M50B Blue
M-6P067-M50BL Black **NEW**

- Original equipment on special edition Mustang vehicles
- Fits 2011-2016 5.0L Coyote Mustang GT
- "POWERED BY FORD" script
- Made from composite material



M-6P067-M50B shown

MUSTANG 5.0L COYOTE COIL COVERS

M-6067-50BK Black Powdercoat
M-6067-50C Chrome

- Fits 2011-2016 Mustang 4V 5.0L Coyote engine
- Die-cast aluminum
- Laser-etched "Ford Racing" logo
- Made in the USA



M-6067-50BK shown

5.0L COYOTE FRONT AND CAM COVER KIT

M-6580-M50

- This kit provides the front and top end sealing components for 2011-2016 5.0L 4V Coyote engine build projects
- Kit includes these parts:
 - Oil fill cap – Qty 1
 - LH crankcase vent fitting – Qty 1
 - RH crankcase vent fitting – Qty 1
 - Idler pulley – Qty 1
 - Idler pulley bolt – Qty 1
 - Damper bolt – Qty 1
 - Damper washer – Qty 1
 - Dipstick and tube – Qty 1
 - Cam cover RH – Qty 1
 - Cam cover LH – Qty 1
 - Front cover – Qty 1
 - Front cover bolt and washer – Qty 5
 - Front cover stud – Qty 2
 - Front main seal – Qty 1
 - Water pump and front cover bolt – Qty 8
 - M6 x 22 mm oil pan bolt – Qty 4



NEW

2015 MUSTANG GT COYOTE ENGINE COVER KIT

M-9680-M50A

- Original equipment on manual transmission 2015 Mustang GT 5.0L Coyote engine
- Intake cover includes 5.0L emblem
- Coil covers include "POWERED BY FORD" script
- Both covers are molded in silver/gray
- Perfect add-on for all Mustang vehicles and other cars powered by the M-6007-M50A 5.0L Coyote Crate Engine

NOTE: Does not include strut tower brace shown in part image.



HIGH-TORQUE MINI STARTER – COYOTE AND MODULAR ENGINES

M-11000-C50

- Fits 5.0L Coyote, 4.6L, 5.4L and 5.8L modular RWD with automatic and manual transmissions
- Compact construction, great for header clearance
- Weighs approximately 6 lbs
- Comes with starter cables
- Must use diode-protected fenderwell solenoid when used in non-production applications



NEW

5.0L COYOTE ENGINE COVER KIT

M-9680-M50

- Original equipment on manual transmission 2011-2014 Mustang GT 5.0L Coyote engine
- Intake cover includes 5.0L emblem and "32V Ti-VCT" script
- Coil covers include "POWERED BY FORD" script
- Perfect add-on for M-6007-M50 Ford Performance 5.0L Crate Engine install



FORD PERFORMANCE ENGINES

5.0L COYOTE ENGINE IGNITION COIL SET

M-12029-M50C

- Fits all 2011-2015 Mustang GT 5.0L Coyote engines
- This is a set of eight OEM production ignition coils and bolts for a 5.0L Coyote engine



5.0L COYOTE COLD SPARK PLUG SET

M-12405-M50

- Recommended for use with M-6066-MGT525D and M-6066-MGT624D 2011-2014 Mustang GT 5.0L Coyote Supercharger Kit
- One heat range colder than the stock 2011-2014 Mustang GT 5.0L 4V Ti-VCT engine spark plugs
- 0.035 plug gap for supercharged applications recommended
- Sold in set of eight



MUSTANG BOSS 302 ALTERNATOR KIT

M-8600-M50BALT

This kit includes special high-performance components as used on the production 2012-2013 Mustang BOSS 302 and is designed to operate at higher rpms.

This kit fits Mustang 5.0L Coyote engine and features:

- High-performance BOSS alternator with 1-way clutch to prevent belt hop-off during upshifts
- Higher tension belt tensioner
- Larger pulley to slow the armature speed, reduce drag and reduce parasitic hp loss
- Also fits M-6007-M50, M-6007-A50NA, M-6007-A50XS and M-6007-A50SC Ford Performance Crate Engines
- Kit includes OEM Mustang BOSS 302 alternator, tensioner, idler pulley, belt and mounting hardware



5.0L COYOTE HIGH-RPM COMPETITION PULSE RING

M-12A227-CJ13

- Fits 2011-2015 5.0L Coyote engines
- Ignition pulse ring modified to support higher rpm engine builds
- Extends rpm range from 7700 to 8100 rpm
- Developed for the 2013 Cobra Jet program



BOSS 302R 5.0L POWER STEERING PUMP BRACKET

M-8511-M50BR

- Bracket allows power steering pump to be mounted to 2011-2014 5.0L Coyote Mustang engine
- Allows power steering pump from 2005-2010 Mustang GT to be used
- Power steering pump mounts in position of factory A/C compressor



2005-2014 MUSTANG PERFORMANCE COOLING FAN

M-8C607-MSVT

- Fits 2005-2014 Mustang GT and 2007-2014 Mustang Shelby GT500
- Original equipment cooling fan on 2013-2014 Mustang Shelby GT500
- Added cooling capacity for performance applications



5.0L COYOTE AIR CONDITIONING KIT

M-8600-M50AC

This kit includes 2015 Mustang GT A/C compressor, lines and drive belt for custom engine installations.

- Fits 2011-2015 5.0L Coyote engines and 2015 Mustang GT
- Includes:
 - A/C compressor
 - A/C compressor clutch/pulley
 - 5.0L FEAD belt
 - A/C high-pressure line
 - A/C low-pressure line
 - Fasteners



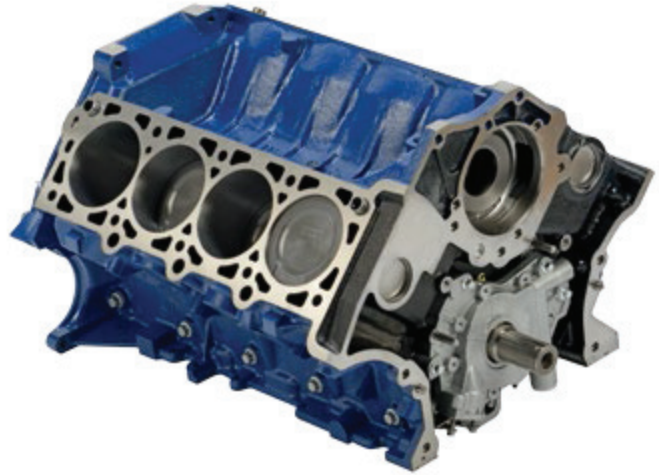
5.3L MODULAR BOSS STROKER SHORT BLOCK

M-6009-B53



Build BIG modular power. The Ford Performance 5.3L modular stroker short block is a great way to build modular power – from mild to wild – naturally aspirated or supercharged – 2-valve, 3-valve or 4-valve. Ford Performance engineers have taken care of the toughest part of building a new engine by designing a strong and durable short block that offers a wide range of power possibilities. Ford Performance uses only the best parts, starting with the BOSS modular block, and adding forged Eagle® steel crankshaft, forged Eagle® H-beam connecting rods with floating piston pins, and forged Mahle® pistons. Bored and stroked to 5.3L, this short block is precision internal balanced and ready to be finished to your specific application.

- Engine type: 4.6L based modular short block
- Displacement (liters/cu. in.): 5.3L/323 cubic inches
- Bore x stroke: 3.701" bore x 3.750" stroke
- Block: M-6010-BOSS50 Ford Performance Cast Iron Performance Block
- Crankshaft: Eagle® 3.750" stroke forged steel crankshaft with 8-bolt flywheel pattern
- Connecting rods: Eagle® 5.850" forged steel H-beam rods with ARP®2000 bolts
- Pistons: Mahle® forged aluminum pistons – with a dish that is compatible with 2-, 3- or 4-valve heads
- New high-pressure oil pump
- Neutral balance rotating assembly
- Designed for 2-, 3- or 4-valve cylinder head combinations (piston-to-valve check required depending on camshaft)
- Assembled and ready for your heads, cam and timing set



5.4L 4V FORGED IRON SHORT BLOCK SUPERCHARGED

M-6009-C54SC4

- Fits 2007-2010 Mustang Shelby GT500 and 1999-2004 F-150 Lightning
- 5.4L cast iron block
- M-6303-M54 Forged Steel 8-Bolt Crankshaft
- Forged steel H-beam connecting rods
- Forged aluminum 16cc dish pistons
- Approximately 8.1:1 compression ratio when used with Mustang SVT 4V 5.4L 52.7cc heads
- Built with all NEW PARTS
- Includes oil pump
- Will accept 2V and 4V cylinder heads
- Will not work with 3V cylinder heads
- Block configured for use with 2007-2010 Mustang Shelby GT500 water pump



FORD PERFORMANCE ENGINES

5.4L PRODUCTION CAST IRON CYLINDER BLOCK

M-6010-M54

- Production 5.4L block
- Windsor-style main cap locators
- 90.2 mm bore size
- Newer casting design features lower-end improvements to minimize noise, vibration and harshness
- Fully machined, ready to assemble



5.0L CAST IRON MODULAR BOSS CYLINDER BLOCK

M-6010-BOSS50

The BOSS 5.0L block is a 4.6L deck height, 94 mm cylinder bore cast iron block. The block uses a proprietary iron mix to yield the strongest possible casting strength with the least porosity and greatest consistency.

NOTE: The BOSS 5.0L modular block does not have a finish-milled head deck surface and the cylinder bores are rough-honed.

- Siamese 94 mm bore
- 17 mm main web minimal thickness
- 4-bolt main with interference fit nodular iron-machined caps
- Increased main web window size for improved crankcase breathing
- Head gaskets for 3V applications, use M-6067-3V50; for all others, contact Cometic® Gasket
- For installation in 2005-2010 Mustang, use M-6031-BOSS50 Engine Mount Adapter
- Weighs approximately 165 lbs



ENGINE MOUNT BRACKETS

M-6031-BOSS50



- Designed to install the M-6010-BOSS50 Block in a 2005-2010 Mustang
- Kit includes:
 - Aluminum engine mounting brackets
 - Adapter plates
 - Hardware



4.6L ALUMINUM BLOCK PLUG AND DOWEL KIT

M-6026-A46

- Kit includes all necessary dowels, drain plugs and cup plugs for rebuilding production 4.6L aluminum block
- Includes:
 - 376099-S Plug Cup .075" – Qty 4
 - 391186-S101 Threaded Drain Plug – Qty 2
 - F75E-18B402-AA Water Heater Tube – Qty 1
 - N806435-S Cup Plug – Qty 1
 - N807198-SMOD Shortened Dowel – Qty 2
 - N808315-S Cup Plug (38.3 dia.) – Qty 1
 - W701228-S Front/Rear Cover Dowels – Qty 4
 - W704594-S300 Cylinder Head Dowels – Qty 4



5.4L COBRA JET CRANKSHAFT

M-6303-C54SC4

- Service replacement part for the 2008 and 2010 Mustang Cobra Jet race car
- Original equipment for 2007-2012 Shelby GT500
- Fits most 5.4L blocks
- Forged steel
- 106 mm stroke
- Standard journal diameters
- 8-bolt flywheel
- Damper bolt hole counterbored to strengthen crank snout for supercharged applications
- Use 4G7Z-6A340-AA Damper Bolt (3.400" long), 7R3Z-6332-A Damper Bolt Washer and 7R3Z-6378-A Diamond-Coated Lock Washer between the damper and the timing gear



2008 MUSTANG SVT CRANKSHAFT DAMPER

M-6312-SVT

- New factory replacement damper from the 2008 Mustang SVT 5.4L 4V engine
- 10 lbs lighter than the 2007 factory SVT crankshaft damper
- Recommended on the 2007 Mustang SVT when using M-6066-SGT Ford Performance Supercharger



4.6L 3V ALUMINUM BLOCK MAIN CAP BOLT KIT

M-6345-A46

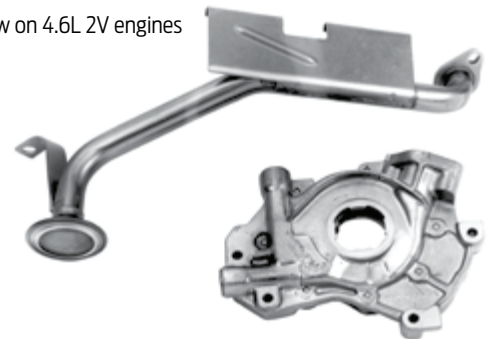
- Fits 2005-2010 4.6L 3V aluminum cylinder blocks and M-6010-A46NA Ford Performance Block
- Kit contains all main bolts for one block
- Includes:
 - (10) M9 x 32 mm cross bolts
 - (10) M10 x 102.5 mm main cap inner w/stud bolts
 - (10) M8 x 80 mm main cap outer bolts
 - (6) M10 x 91 mm main cap inner bolts
- Bolts are torque-to-yield and must be replaced after each use



4.6L HIGH-VOLUME OIL PUMP AND PICKUP TUBE

M-6600-D46

- Fits 1996-2004 Mustang 4.6L 2V
- Stock replacement oil pump and pickup tube for 1996-2004 Mustang SVT 4.6L 4V
- Increases flow on 4.6L 2V engines



PLUG AND DOWEL KIT

M-6026-C146

- Kit includes all necessary dowels, drain plugs and cup plugs for rebuilding M-6010-BOSS50 and M-6010-D46 Block
- 391186-S101 Threaded Drain Plug – Qty 2
- F75E-18B402-AA Water Heater Tube – Qty 1
- N806040-S Solid Dowels – Qty 2
- N806435-S Cup Plug – Qty 2
- N807198-SMOD Shortened Dowel – Qty 2
- N807198-S Transmission Dowel – Qty 1
- N808315-S Cup Plug (38.3 dia.) – Qty 10
- W701228-S Front/Rear Cover Dowels – Qty 4
- W704594-S300 Cylinder Head Dowels – Qty 4

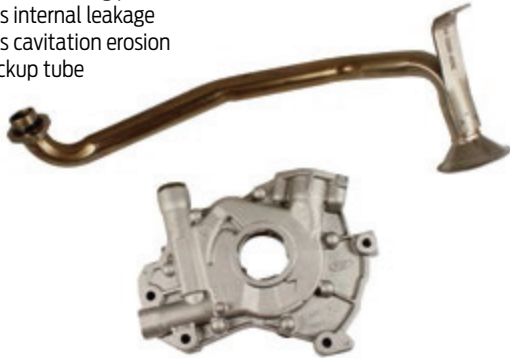


FORD PERFORMANCE ENGINES

4.6L/5.4L/5.8L HIGH-VOLUME OIL PUMP W/PICKUP

M-6600-F46

- Fits 2005-2010 4.6L 3V Mustang, 2007-2012 5.4L 4V Shelby GT500, 2013-2014 5.8L 4V Shelby GT500
- Stock replacement for 2013-2014 5.8L 4V Shelby GT500
- Recommended for applications requiring higher volume and pressure
- Includes a steel backing plate:
 - Reduces internal leakage
 - Reduces cavitation erosion
- Includes pickup tube



4.6L 3V CAMSHAFT DRIVE KIT

M-6004-463V

Camshaft drive kit for the 4.6L 3V aluminum and iron block.

- Fits 2005-2010 engines
- Kit includes new production:
 - Tensioner arms
 - Chain guides
 - Cover gaskets and front seal
 - Primary timing chains
 - Primary chain tensioners
 - Camshaft sprockets, spacers, bolts and washers
 - Crankshaft sprocket
 - Crank position trigger wheel
 - Includes fasteners



4.6L 4V CAMSHAFT DRIVE KIT

M-6004-A464

Camshaft drive kit for the 4.6L 4-valve aluminum block.

- Fits 1996-2004 4.6L 4V engines
- Will not fit 1993-1998 camshafts
- Kit includes new production:
 - Tensioner arms
 - Chain guides
 - Front cover gaskets and front main seal
 - Primary and secondary timing chains
 - Primary and secondary timing chain tensioners
 - Camshaft sprockets, spacers, bolts and washers
 - Crankshaft sprocket
 - Crank position trigger wheel
 - Includes fasteners



4.6L 2V CAMSHAFT DRIVE KIT

M-6004-462V

Camshaft drive kit for the 4.6L 2-valve aluminum or cast iron block.

- Fits 2001 and newer 4.6L 2V engines
- Will fit earlier 2V engines (1991-2000), requires RH chain guide dowel pin hole to be drilled and tapped for a reducing thread insert with 6M x 1.00 internal threads
- Kit includes new production:
 - Tensioner arms
 - Chain guides
 - Cover gaskets and front seal
 - Primary timing chains
 - Chain tensioners
 - Camshaft sprockets, spacers, bolts and washers
 - Crankshaft sprocket
 - Crank position trigger wheel
 - Includes fasteners



5.4L 4V MUSTANG SVT CAMSHAFT DRIVE KIT

M-6004-54SVT

Camshaft drive kit for the SVT 5.4L 4-valve engine with an aluminum or cast iron block.

- Fits 2007-2013 5.4L 4V Shelby GT500
- Includes reduced diameter camshaft sprockets used on Shelby GT500
- Kit includes new production:
 - Tensioner arms
 - Chain guides
 - Front cover gaskets and front main seal
 - Primary and secondary timing chains
 - Primary and secondary timing chain tensioners
 - Camshaft sprockets, spacers, bolts and washers
 - Crankshaft sprocket and diamond-coated washer
 - Crank position trigger wheel
 - Includes fasteners



5.4L 4V CAMSHAFT DRIVE KIT

M-6004-A544

Camshaft drive kit for the 5.4L 4V. Standard equipment on Ford GT 5.4L 4V engine. Recommended for high-horsepower and/or high-rpm applications. Fits both 5.4L 4V aluminum and cast iron block engines.

- Larger diameter cam gears not compatible with Shelby GT500 cam covers
- Kit includes new production:
 - Tensioner arms
 - Chain guides
 - Primary and secondary timing chains
 - Primary and secondary composite timing chain tensioners
 - Camshaft sprockets, spacers, bolts and washers
 - Crankshaft sprocket and diamond-coated washer
 - Crank position trigger wheel
 - Includes fasteners



4.6L 2V SOHC HEAD CHANGING KIT

M-6067-D46

- Contains all components necessary for changing cylinder heads on 1996-2004 Mustang 4.6L 2V SOHC engine (may fit other make and model years 4.6L 2V SOHC engines)
- Kit includes multi-layer steel head gaskets, exhaust manifold gaskets and high-strength torque-to-yield head bolts
- Includes spacers that make removing and replacing heads while on the car significantly easier
- Highly recommended when installing M-6049-P46 and M-6050-P46 Cylinder Heads



4.6L 4V HEAD CHANGING KIT

M-6067-T46

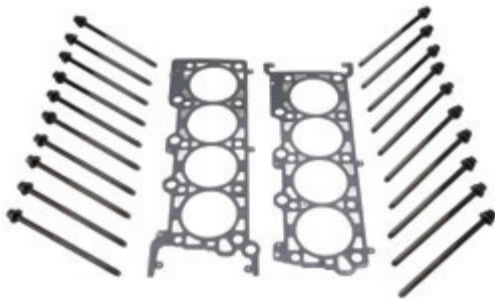
- Contains all components necessary for changing cylinder heads on 1996-2004 4.6L 4V Mustang naturally aspirated engines (not supercharged)
- Kit includes multi-layer steel head gaskets and high-strength torque-to-yield head bolts
- Includes spacers that make removing and replacing heads while on the car significantly easier
- Highly recommended when installing heads on 4.6L 4V



5.4L 4V S/C HEAD CHANGING KIT

M-6067-MSVT

- Fits 5.4L DOHC engines
- Original equipment on 2007-2011 Mustang SVT and 2008 Mustang FR500CJ race car
- Improved sealing for high-cylinder-pressure applications
- Kit includes multi-layer steel head gaskets and high-strength torque-to-yield head bolts



5.0L 3V HEAD CHANGING KIT

M-6067-3V50

- Fits for 5.0L modular engine with 94 mm bore and 3V heads
- Compatible with M-6010-BOSS50 or M-6010-T50 Blocks with 3V cylinder heads
- Kit includes multi-layer steel head gaskets and high-strength torque-to-yield head bolts



4.6L 3V HEAD CHANGING KIT

M-6067-3V46

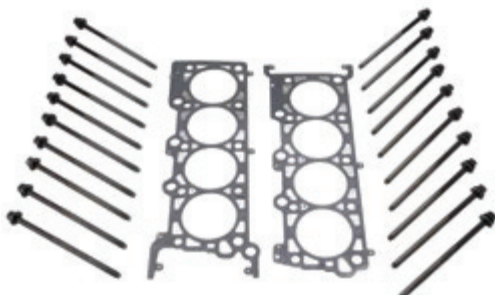
- Fits 4.6L 3V modular engine with standard 90.2 mm bore
- Highly recommended when installing M-6049-N3VPA and M-6050-N3VPA CNC-Ported Cylinder Heads and M-6049-N3V and M-6050-N3V Production Cylinder Heads
- Kit includes multi-layer steel head gaskets and high-strength torque-to-yield cylinder head bolts



5.8L 4V S/C HEAD CHANGING KIT

M-6067-M58

- Fits 2013 Mustang Shelby GT500 5.8L 4V engine
- Kit includes multi-layer steel head gasket and torque-to-yield head bolts
- Improved sealing for high-cylinder-pressure applications



2005-2010 MUSTANG GT HIGH LIFT HOT ROD CAM SET

M-6550-3V

- Give any 3-valve 4.6L or 5.4L a "lopey" idle reminiscent of 1960's muscle cars!
- Engineered for naturally aspirated and supercharged applications
- Excellent upgrade for the 2005-2010 Mustang GT 4.6L 3-valve engine
- Increases lift from the stock 11 mm/0.433" to 12 mm/0.472"
- Intake/exhaust duration of 221/240 degrees (@ 0.050" lift), lobe separation of 110 degrees
- Compatible with production valve springs, followers and lash adjusters up to 6800 rpm
- Must be used with long tube headers to achieve a significant power gain
- M-9424-463V 4.6L High-Flow Intake and M-9926-3V Throttle Body recommended
- Works well with Ford Performance's M-6049-N3VPA High-Performance CNC-Ported 3-Valve Cylinder Heads, M-9926-3V 62 mm Throttle Body and M-9424-463V 4.6L High-Flow Intake
- Approximately 50 hp gain with the stock intake manifold and M-6049-N3VPA and M-6050-N3VPA CNC Heads @ 6500 rpm
- **Custom calibration required! Calibration not included!**
Recommended WOT cam timing values included in instructions



MODULAR 3V ROCKER ARM AND LASH ADJUSTER KIT

M-6529-3V

- Fits 4.6L 3V cylinder heads
- Original production part as used on 2005-2010 Mustang GT
- Sold in engine sets (24 rocker arms and 24 lash adjusters)



4.6L 3V CAMSHAFT BOLT

M-6279-463V



- Fits 2005-2010 4.6L 3-valve engine
- Kit includes two bolts
- Torque-to-yield design
- Torque information: Stage 1: Tighten to 40 Nm (30 lb-ft). Stage 2: Tighten an additional 90 degrees



FORD GT AND MUSTANG SVT 5.4L LASH ADJUSTERS

M-6500-GT

- Unique lash adjusters fit Ford GT and Mustang SVT 5.4L DOHC cylinder heads
- Includes 16 intake and 16 exhaust lash adjusters



MUSTANG SVT 5.4L MODULAR ROCKER ARM SET

M-6529-MSVT

- Original equipment on Ford GT 5.4L engine
- Recommended upgrade for all years 4.6L/5.4L, 4V and 2V engines
- 4 grams lighter, stiffer, and better engagement on lash adjuster over 4.6L DOHC rocker arms
- Lightest and strongest modular finger follower available for modular 4.6L/5.4L, 4V and 2V engines
- Sold in a set of 16



MODULAR INTAKE HD ROCKER ARM SET

M-6529-MHD

- Upgraded 3V intake follower
- Designed for increased valve spring pressures and higher lift cams
- Follower has a small diameter hole that directs the oil up and onto the follower wheel
- The exhaust does not need this revised follower because the oil runs downhill to the wheel



4.6L 3V PERFORMANCE INTAKE MANIFOLD

M-9424-463V

- Fits 2005-2010 4.6L 3V Mustang engines
- Works well with Ford Performance M-6550-3V Hot Rod Camshafts, M-6049-N3VPA High-Performance CNC-Ported 3V Cylinder Heads and M-9926-3V 62 mm Throttle Body
- Light-weight composite construction (same material as OE intake manifold)
- Manifold works well with forced induction
- Designed and tested to 20+ psi
- Less heat soak than aluminum intakes
- High-flow runners and open plenum design, fits under factory Mustang hood
- MAP sensor mounting boss for speed-density applications
- Includes intake manifold gaskets
- Calibration required! Calibration not included!
- Does not fit with Ford Performance strut tower braces



NOTE: Throttle body not included.

4.6L PERFORMANCE IMPROVEMENT (PI) INTAKE MANIFOLD

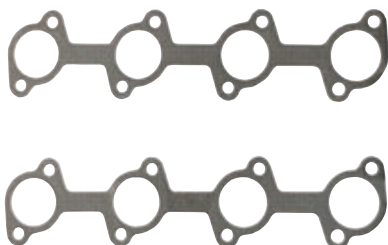
M-9424-P46

- Production composite intake manifold used on 2001-2004 4.6L SOHC 2V Mustang GT
- Manifold fits 1999-2004 power improvement (PI) head ports
- Can be used on 1996-1998 engines with performance improvement (PI) heads
- Additional modifications and parts required



EXHAUST MANIFOLD GASKETS RACE QUALITY (SOLD IN PAIRS)

PART NUMBER	CYLINDER HEAD APPLICATION
M-9448-A462	4.6L SOHC
M-9448-A463V	4.6L/5.4L 3V
M-9448-A464	4.6L DOHC



M-9448-A462



M-9448-A463V



M-9448-A464

FORD PERFORMANCE ENGINES

1996-2010 MUSTANG A/C ELIMINATOR KIT

M-19216-D46

- Fits 1996-2010 Mustang with 4.6L engine SOHC/DOHC
- Cast aluminum idler pulley bracket replaces the air conditioning compressor
- Removes weight from the front of car for better weight distribution for racing
- Bolts included
- Uses stock belt
- For 1994-1995 Mustang and 1991-1993 Thunderbird with 5.0L engine, see M-19216-A50

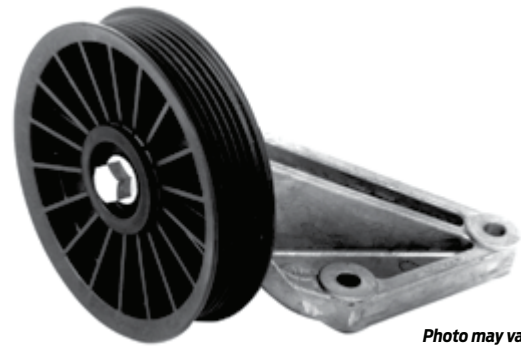


Photo may vary

9 MM SPARK PLUG WIRE SETS – “FORD RACING”

Wire-wound custom ignition wire sets feature low resistance for minimum spark loss. Silicone insulation and boots withstand high temperatures and voltage loss for minimum cross-fire and are highly resistant to fuels, oils and solvents. Long-life, tough stainless steel terminals for “post” type distributor caps. Includes coil wire for socket-type coil and “Ford Racing” identification. Cylinder number appears on each wire.

Spark plug wires feature high-quality 9 mm wire available in two colors: blue and red.

PART NUMBER	APPLICATION	WIRE COLOR	END CONFIG.
M-12259-C462	4.6L 2V Mustang	Blue	45° Long Boot
M-12259-C464	4.6L 4V Mustang	Blue	45° Long Boot
M-12259-R462	4.6L 2V Mustang	Red	45° Long Boot
M-12259-R464	4.6L 4V Mustang	Red	45° Long Boot
M-12259-T462	4.6L 2V F-150 Truck	Blue	45° Long Boot



M-12259-C462/Mustang 4.6L SOHC 9 mm Wire Set



M-12259-R462/Mustang 4.6L SOHC 9 mm Wire Set



2007-2014 MUSTANG SVT 4V IGNITION COIL SET

M-12029-4V

- Fits 2007-2012 Shelby GT500 5.4L DOHC and 2013-2014 Shelby GT500 5.8L DOHC
- One engine set of stock replacement coils



FRPP 3V COLD SPARK PLUG SET (12 MM THREAD)

M-12405-3V12MM

- Fits 2008 and newer 3V heads requiring the 12 mm thread
- For use in engines with higher-than-stock cylinder combustion pressures or sustained high rpm
- One heat range colder than the stock Mustang GT and 5.4L truck engine spark plugs
- Sold in engine sets of eight
- Use M-12405-3V0 Spark Plugs for early-style 2005-2008 3V heads

NOTES:

- 2008 engines with late-style 12 mm spark plugs can be identified by coil engineering number 8L3E.
- 2005-2008 engines with early-style 16 mm "high thread" design spark plugs can be identified by coil engineering number 3L3E.
- All 2009-2010 engines use 12 mm spark plugs.



4.6L/5.4L 3V IGNITION COIL SET

M-12029-3V

- Direct replacement for 4.6L and 5.4L 3V engines equipped with 8L3E coils
- Fits Mustang 4.6L and 5.4L 3V engines with 12 mm spark plugs. Does not fit 3V heads with "high thread" design spark plugs
- Required when installing Ford Performance M-6049-463VP3, M-6049-N3V, M-6049-N3VPA, M-6050-463VP3, M-6050-N3V and M-6050-N3VPA Heads on 2005-2007 and early 2008 Mustang GT originally equipped with "high thread" design heads
- Engines with late-style 12 mm spark plugs can be identified by coil engineering number 8L3E. Engines with early-style 16 mm "high thread" design spark plugs can be identified by coil engineering number 3L3E
- One engine set of stock replacement coils



FRPP 3V COLD SPARK PLUG (16 MM THREAD)

M-12405-3V0

- Fits 2005-2008 3V heads requiring the 16 mm thread
- For use in engines with higher-than-stock cylinder combustion pressures or sustained high rpm
- Unique design is proprietary to Ford 3-valve engines
- One heat range colder than the stock Mustang GT plug
- Two heat ranges colder than the stock 5.4L 3V truck engine plug
- Sold in engine sets of eight
- Use M-12405-3V12MM Spark Plugs for 2008 and newer 3V heads

NOTES:

- 2008 engines with late-style 12 mm spark plugs can be identified by coil engineering number 8L3E.
- 2005-2008 engines with early-style 16 mm "high thread" design spark plugs can be identified by coil engineering number 3L3E.
- All 2009-2010 engines use 12 mm spark plugs.



FORD PERFORMANCE ENGINES

4.6L/5.4L 4V "FORD RACING" CAST COIL COVERS

M-6067-D

- Fits most 4.6L/5.4L DOHC engines with coil-on-plug ignition
- Polished die-cast aluminum
- Features two-color "Ford Racing" logo



2007-2014 MUSTANG SVT COIL COVERS

M-6067-C

- Original equipment on the 2007-2014 Mustang SVT
- Fits most 4.6L/5.4L/5.8L DOHC engines with coil-on-plug ignition



COATED 3-VALVE CAM COVERS 4.6L/5.4L

M-6582-C543V

- Fits 2005-2010 3-valve 4.6L/5.4L engines
- Powdercoated chrome appearance finish
- Includes cam cover gaskets, VCT solenoid grommet and fasteners
- 50-state street legal when installed with appropriate closed PCV hardware



FORD RACING COATED 3-VALVE CAM COVERS

M-6582-FR3VBL Blue powdercoated finish

M-6582-FR3VBLK Black powdercoated finish

- Fits 2005-2010 3-valve 4.6L/5.4L engines
- Die-cast
- Laser-etched "Ford Racing" logo
- Includes cam cover gaskets, VCT solenoid grommet and fasteners
- 50-state street legal when installed with appropriate closed PCV hardware



FORD RACING BILLET ALUMINUM CAP KIT

M-6766-M54

- Fits 2007-2014 Shelby GT500 (see washer fluid cap)
- Fits 2011-2014 Mustang GT 5.0L 4V Ti-VCT engine with Ford Performance
- Fits 2011-2014 Mustang GT 5.0L 4V Ti-VCT engine (supercharger cooling reservoir cap will not be used)
- Machined from 6061-T6 billet aluminum
- "Ford Racing" logo featured on each cap
- Kit includes:
 - Radiator cap cover
 - Oil cap cover
 - Washer fluid cap cover (fits 2010-2011 only)
 - Brake fluid cap cover
 - Power steering cap cover
 - Intercooler reservoir cap cover
 - Oil dipstick handle



2005-2010 MUSTANG GT INTAKE SHROUD

M-6949-3V

- Original equipment on 2007-2010 Mustang GT
- Fits 2005-2010 Mustang GT
- May require 2007 Mustang throttle body studs (W712289-S437) and nuts (W520411-S437) from Ford Dealer
- Will not fit with M-20201-S197 Ford Performance Strut Tower Brace or with Ford Performance superchargers



2.0L I4 ECOBOOST® ENGINE KIT

M-6007-20T*

- Engine from 2013-2014 Ford Focus ST
- Production rating of 252 horsepower @ 5500 rpm
- Production rating of 270 lb-ft of torque @ 3000 rpm
- When used with M-6017-20T Engine Control Pack and 93 octane unleaded fuel, torque is increased 90 lb-ft @ 2800 rpm – with a significant increase up to 4200 rpm. See the power curve for M-6017-20T
- All-aluminum construction – about 55 lbs lighter than a comparable naturally aspirated V6 engine
- 9.3:1 compression ratio – premium fuel recommended
- Ti-VCT strategy employs Twin Independent Variable Camshaft Timing for optimized fuel economy, performance and emissions
- Borg-Warner® turbocharger with low-inertia rotor spins at speeds up to 195,000 rpm, producing up to 16 psi of boost
 - Optimized design ensures that maximum torque is achieved at very low engine revs
 - Peak torque available from 2000 to 4500 rpm
- Direct-injection high-pressure fuel system
 - Seven jets on each injector spray fuel directly into the combustion chamber
- Engine design has been optimized for maximum operating efficiency, with a focus on minimizing friction and other parasitic losses
 - Low-friction coatings on the piston rings and highly polished surfaces on the tappets
- Engine kit includes:
 - Starter
 - Alternator
 - Front accessory drive and belt
 - Intercooler and air intake ducting
 - Air cleaner assembly
 - Manual transmission flexplate/flywheel
- M-6017-20T Control Pack available for custom vehicle builds



2.0L I4 GDI Ti-VCT ENGINE

M-6007-20TIVCT*

- 160 horsepower @ 6500 rpm
- 146 lb-ft of torque @ 4450 rpm
- Aluminum engine block and light-weight aluminum dual overhead camshaft (DOHC) cylinder head with four valves per cylinder
- Twin Independent Variable Camshaft Timing (Ti-VCT) for optimized performance, fuel economy and emissions
- Direct-injection high-pressure fuel system with enhanced spray pattern and piston dome design for maximum fuel economy
- 12.0:1 compression ratio, with piston-cooling jets – regular unleaded fuel recommended
- Optimized design ensures that maximum torque is achieved at low engine revs
- Engine design has been optimized for maximum operating efficiency, with a focus on minimizing friction and other parasitic losses. Special low-friction coatings on the piston skirts
- Timing chain, instead of a belt, helps improve durability
- Engine kit includes: Oxygen sensor, alternator, idler pulley, belt tensioner, alternator belt and manual transmission flywheel
- Vehicle harness and PCM not included

FRPP COLD SPARK PLUG SET

2.0L/2.3L ECOBOOST®

M-12405-20T

- Fits 2013-2016 2.0L and 2.3L EcoBoost® engines
- For use in engines with higher-than-stock cylinder combustion pressures
- Two heat ranges colder than the stock 2.0L EcoBoost® engine spark plug
- Same spark plugs that are included with M-9603A-FST Performance Calibration Kit
- Sold in engine sets of four
- Spark plugs gapped to 0.028" (0.71 mm)



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.



3.5L V6 ECOBOOST® ENGINE KIT M-6007-35T*



- 365 horsepower @ 5000 rpm
- 420 lb-ft of torque @ 2500 rpm
- All-aluminum construction
- 10.0:1 compression ratio
- Dual overhead camshafts with variable camshaft timing
- High-pressure direct fuel injection
- Regular unleaded fuel recommended
- Light-weight die-cast aluminum block with 6-bolt press-fit main bearing caps with piston-cooling jets
- Fully counterweighted forged steel crankshaft
- High-strength forged powder metal connecting rods with floating pins
- Light-weight aluminum high-strength pistons with low-friction skirt coating
- Tuned composite upper and lower intake manifold
- Dual water-cooled Honeywell/Garrett® GT15 turbochargers
- 6 qt. die-cast aluminum deep sump oil pan
- Engine weight is 417 lbs (without accessory drive)
- Use with M-6017-35CNTRL Control Pack – custom calibration required
- Engine kit includes:
 - Starter
 - Alternator
 - Front accessory drive and belt
 - Air cleaner assembly and ducting
 - Flexplate/flywheel

2015-2016 MUSTANG 2.3L ECOBOOST® CYLINDER HEAD M-6049-M23



- Fits 2015-2016 Mustang 2.3L EcoBoost® engines
- Production cylinder head with valves and valve springs

2.3L ECOBOOST® CRANKSHAFT M-6303-23EB



- Fits 2015-2016 EcoBoost® engines
- Production crankshaft as used in the 2.3L EcoBoost® Mustang
- Forged steel construction ready for installation

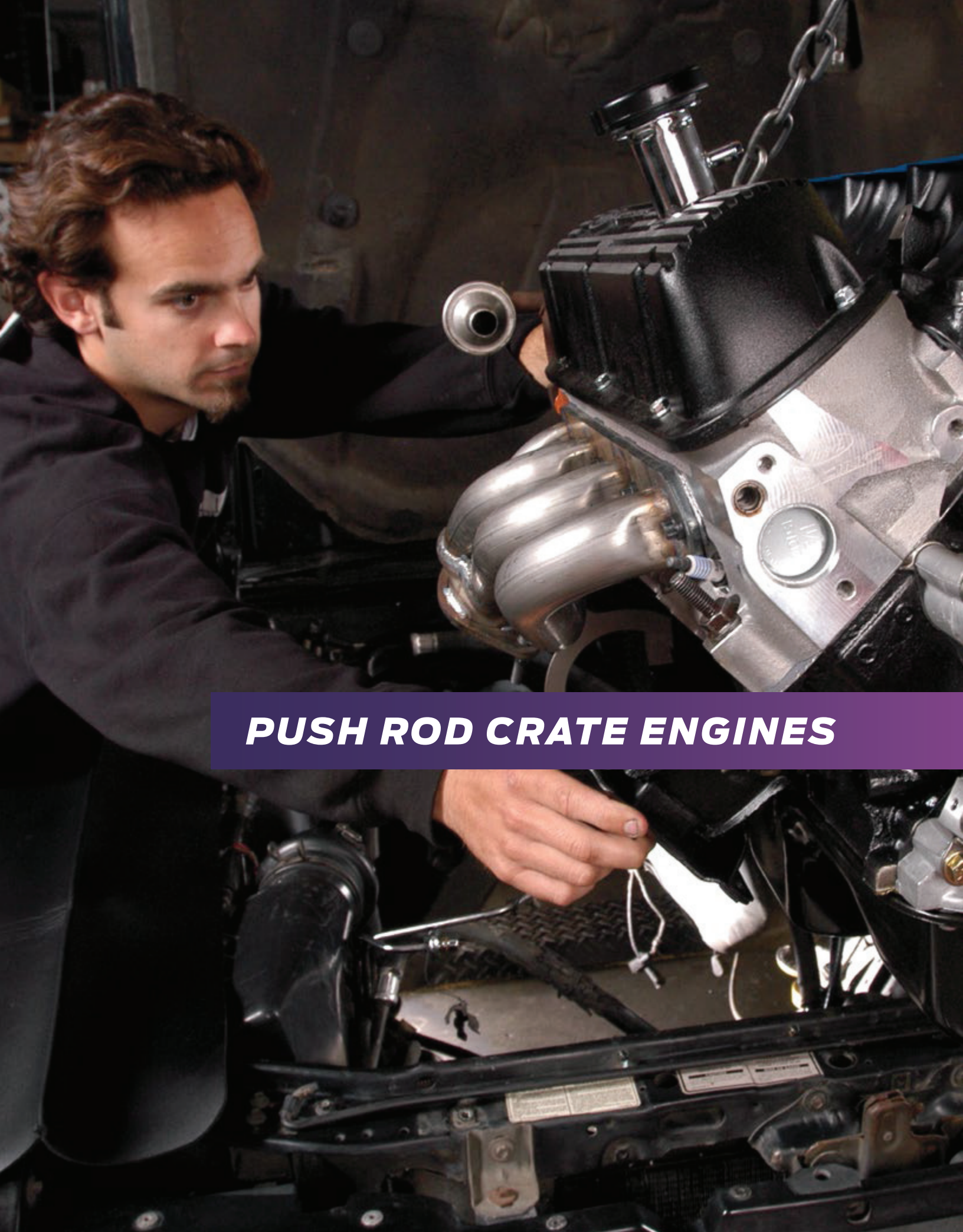
2.3L ECOBOOST® HIGH-PERFORMANCE CAMS M-6250-23EBH



- Fits 2015 Mustang 2.3L EcoBoost® engines
 - These cams provide more lift and duration
 - Intake cam lift increased from 7.9 mm to 9.0 mm and duration increased 4 degrees to 240 degrees (total degrees)
 - Exhaust cam lift increased from 7.4 mm to 7.8 mm and duration increased 16 degrees to 240 degrees (total degrees)
 - Cams will work with stock pistons
 - No valve spring change is required
- NOTE:** Custom calibration required for installation.



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.



PUSH ROD CRATE ENGINES

FORD PERFORMANCE ENGINES



Photo may vary

302 CUBIC INCH BOSS CRATE ENGINE

M-6007-X302B* 345 hp – B303 Camshaft – Manual Transmission

M-6007-X302E* 340 hp – E303 Camshaft – Auto or Manual Transmission

- New BOSS 302 crate engines feature race-quality components at competitive pricing
- Utilizing all forged internals, the X302E and X302B crate engines are an excellent value and a solid foundation for any performance combination, including forced induction
- 302 cubic inches
- 9.0:1 compression ratio (nominal)
- Forged pistons
- Forged steel connecting rods
- M-6010-BOSS302 BOSS 4-Bolt Main Block
- Hydraulic roller camshaft
- M-6268-A302 Double Roller Timing Chain Set
- Forged steel crankshaft
- Rear sump pan fits most Fox body cars
- M-6049-X306 Ford Performance Aluminum GT-40 "X" Cylinder Heads with 1.94" intake valves and 1.54" exhaust valves
- M-6564-B351 Roller Rocker Arms – 1.60:1 ratio
- Includes M-6375-D302 Steel Flywheel
- Does not include intake manifold or distributor (MSD® part no. 8598 recommended)
- Built with all NEW parts
- Can be used in kit cars, street rods, Mustang, Fox-bodied cars and trucks

INSTALLATION NOTES: Some or all of the following items may need to be changed from your original engine or modified for proper installation:

- Depending on your application, a different timing cover, water pump, oil pan and pickup may be required.
- Engine has a rear sump oil pan and pickup, standard rotation timing cover, reverse rotation water pump and non-EFI valve covers.
- Timing cover will work with most standard rotation water pumps.
- M-6287-B302 Fuel Pump Eccentric installed, allows use of mechanical fuel pump.
- A reverse rotation water pump is installed. Other applications may require different water pump and timing chain cover.
- M-6582-W351PR Valve Covers should fit most non-EFI applications. Optional valve covers sold separately.
- M-6316-D302 Damper may require a spacer for pulley alignment.
- M-6375-D302B Flywheel included should work for most 157-tooth manual transmission applications. For other transmissions, use the proper neutral balance flywheel.
- Intake manifold not included.
- Includes M-9439-A50 Intake Gaskets and pilot bearing.
- Firing order 1-3-7-2-6-5-4-8 (5.0L HO and 351W firing order).
- Steel distributor gear required.
- Shipping weight approximately 525 lbs.
- Built with current available parts. Photo and specs may vary.

See Also...

- Crate Engine Warranty – Pages 255-256

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

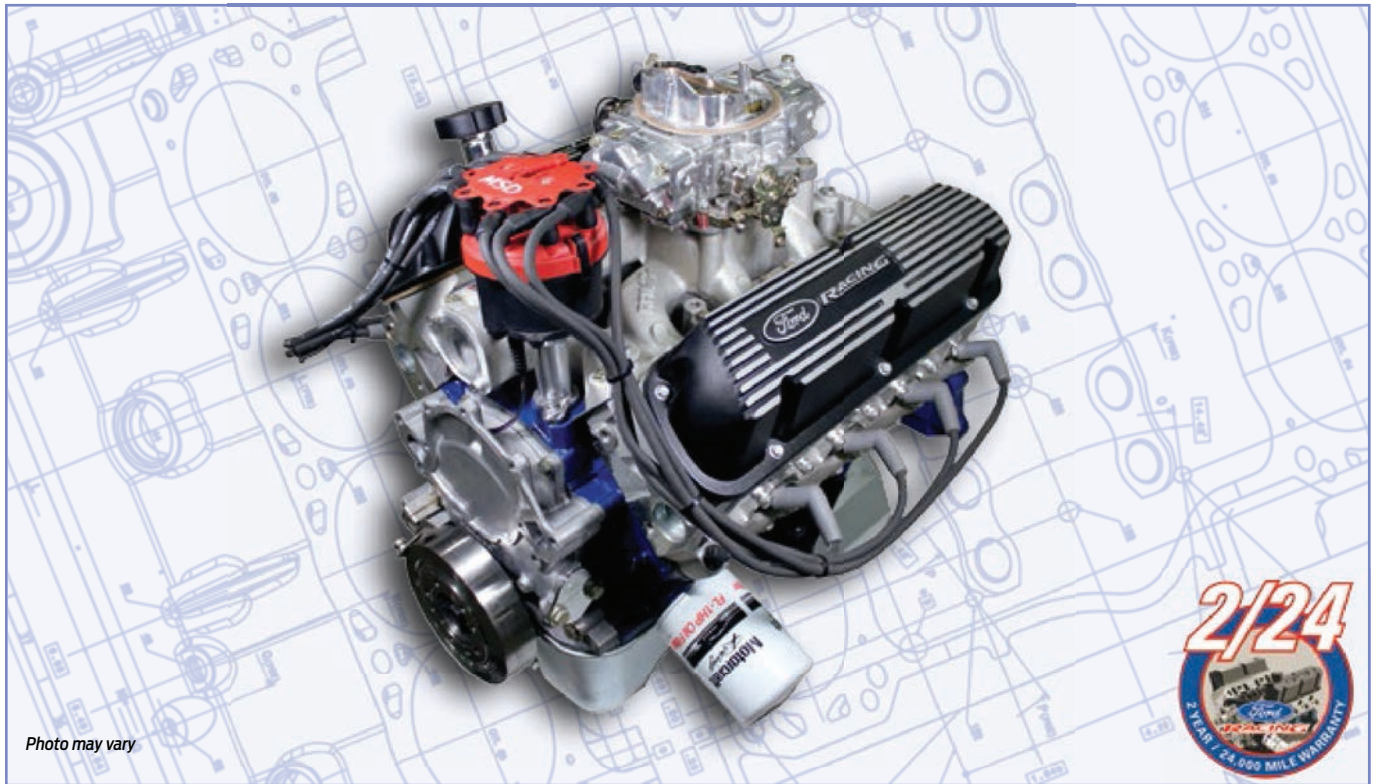


Photo may vary

347 STREET ENGINES "READY TO RUN"

M-6007-X347DF Front Sump

M-6007-X347DR Rear Sump

The most popular crate engine size just got better and easier thanks to the engineers at Ford Performance. The proven 347 stroker combination has been optimized for street cruising with a perfectly matched cam, cylinder head, intake manifold and carb combination. It takes the guesswork and installation issues out of the way with a complete intake and distributor package that has been developed and tested by Ford Performance engineers. To dress out the X347D, the Ford Performance engineers spec'd parts from the best in the aftermarket like Holley®, Edelbrock® and MSD®.

X347D is hand-assembled with all-new parts including Ford Performance "X" heads and internals from some of the best aftermarket Performance parts manufacturers. The BOSS 302 block is bored .030" oversize and fitted with Mahle® forged pistons. The rotating assembly is all SCAT® forged steel – with I-beam rods fitted with ARP® rod bolts and full floating pins. Forged Mahle® pistons finish off the short block.

The camshaft is what really makes the X347D the perfect street cruiser – the intake and exhaust lobes have fast opening ramps to keep port velocity high. That translates into snappy acceleration at low engine speeds – and power that pulls strong to 6000 rpm. Ford Performance aluminum "X" heads with high swirl combustion chambers top off the engine. Completing the street-tuned package is an Edelbrock® Performer RPM™ air-gap intake and Holley Street Avenger® carb. An MSD® billet distributor and Ford Racing spark plug wires finish the package.

No other small block Ford can say that it has been developed from the ground up and tested by the people that know how to make a Ford run best – Ford Performance engineers. These are the same engineers that design 500+ hp Ford Performance crate engines, 1000+ hp pro stock engines and 200+ mph NASCAR® engines. X347D features the right mix of the best Ford and aftermarket parts to deliver strong street performance at an outstanding value.

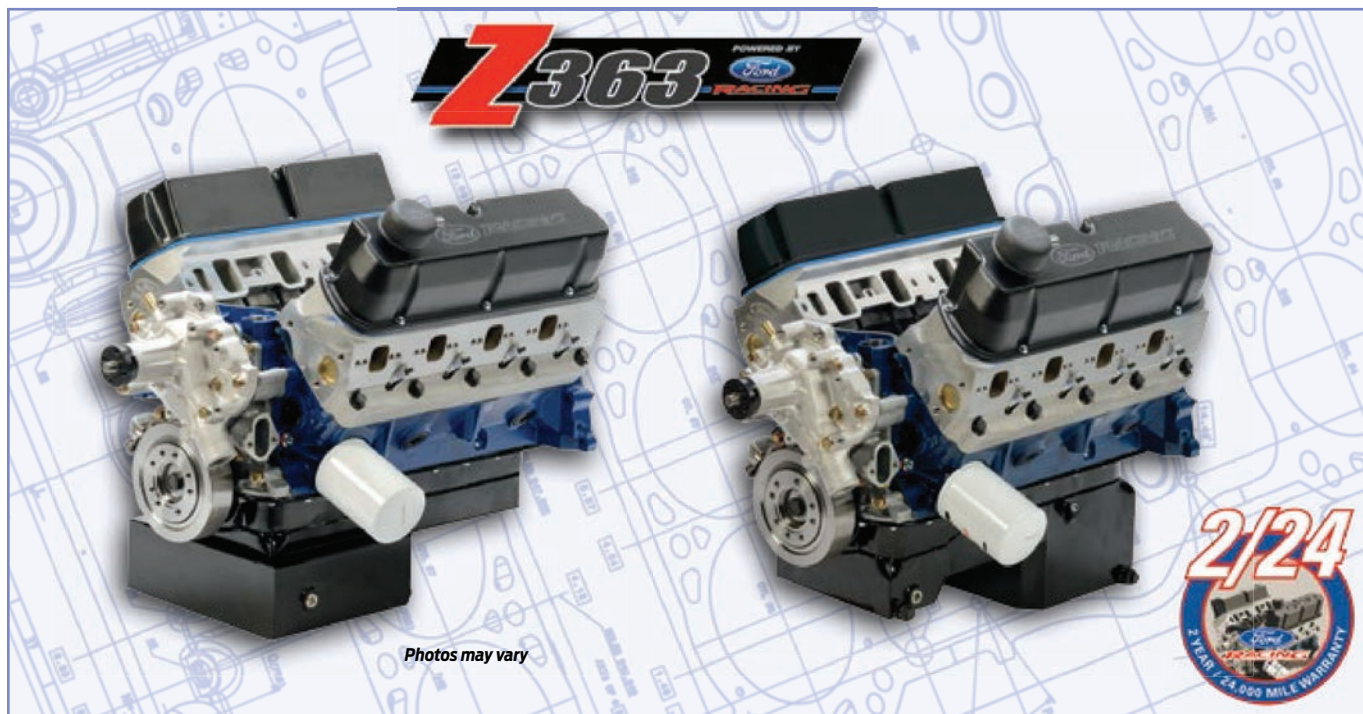


X347D is the perfect carbureted replacement engine for a vintage muscle car, late model project, truck or street rod. And unlike the imitators, no other crate engine has the Blue Oval heritage and Ford Performance engineering and technical support.

360 horsepower
400 lb-ft torque

- Engine type: 302 based small block Ford
- Displacement (cu. in.): 347
- Bore x stroke: 4.030" bore x 3.400" stroke
- Block: M-6010-BOSS302 BOSS 302 8.2" Deck
- Crankshaft: SCAT® forged steel
- Connecting rods: SCAT® forged steel I-beam connecting rods
- Pistons: Forged Mahle® w/floating wrist pins
- Cylinder heads: M-6049-X306 Ford Racing Aluminum, 64cc Chamber
- Valve size: 1.94" intake, 1.54" exhaust
- Compression ratio: 9.6:1
- Edelbrock® Performer RPM™ air gap manifold (PN 7521)
- Holley® Street Avenger 570 CFM carburetor with vacuum secondaries, 4-corner idle and electric choke (PN 83570)
- Rocker arms: Roller rockers 1.6:1 ratio
- Valve covers: M-6582-A301R Ford Racing Aluminum
- MSD® billet distributor (MSD® part no. 8598)
- M-12259-M301 Ford Racing 9 mm Black Spark Plug Wires
- Recommended fuel: Unleaded premium
- Maximum recommended rpm: 6000 rpm
- Camshaft type: Hydraulic roller
- COMP Cams® 35-410-8 hydraulic roller camshaft .533" lift intake and exhaust, duration at .050" is 206 degrees intake and exhaust
- M-6268-A302 Double Roller Timing Chain Set
- Vibration damper: Ford Performance SFI approved
- Oil pan: High-performance 7 qt. capacity and windage tray/scrapper
- Water pump: Edelbrock® hi-performance
- Balanced: Internal. Use neutral balance flywheel

FORD PERFORMANCE ENGINES



Photos may vary

363 CUBIC INCH 500 HP BOSS CRATE ENGINE

M-6007-Z363FT* Front Sump

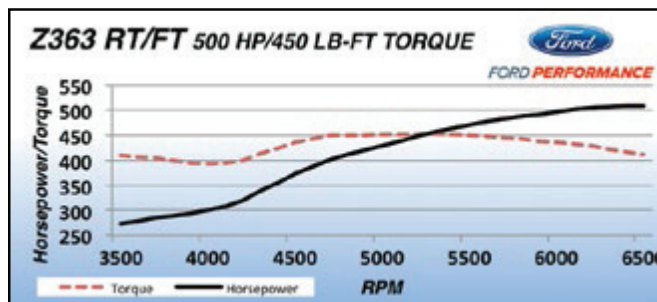
M-6007-Z363RT* Rear Sump

Following the old hot rodding adage that there is no substitute for cubes, Ford Performance takes the popular 302 based stroker to the max with the 500 horsepower Z363 crate engine. By taking the bore out to 4.125", the displacement of the popular 347 stroker has been increased to 363 cubic inches. Combined with an improved Mahle® piston, the Z363 makes 50 more horsepower and 50 more lb-ft of torque than the Z347 that it replaces. Nothing but the best parts are used inside, including: forged crankshaft, forged I-beam connecting rods with floating piston pins and a high-performance oiling system. Built with the BOSS 302 block and Z304D aluminum heads, Z363 fits many of the vehicles originally built with a 289 or 302 8.2" deck height block. Ford Performance engineers designed Z363 to work both on the street and the strip with strong torque curve that delivers over 390 lb-ft from 3500 to the 6500 rpm redline. With a compression ratio of 10.0:1, Z363 runs on unleaded premium pump gas.

500 hp @ 6500 rpm

450 lb-ft @ 5300 rpm

- Engine type: 302 based small block Ford
- Displacement (cu. in.): 363
- Bore x stroke: 4.125" bore x 3.400" stroke
- Block: M-6010-BOSS302 BOSS 302 8.2" Deck
- Crankshaft: SCAT® forged steel
- Connecting rods: SCAT® forged steel I-beam connecting rods
- Pistons: Forged Mahle® w/floating wrist pins
- Camshaft type: Hydraulic roller
- Camshaft lift: .580"/.602"
- Camshaft duration (@.050"): 232°/240°
- Cylinder heads: M-6049-Z304DA Ford Performance Aluminum "Z" Cylinder Heads (ex. port raised .625")

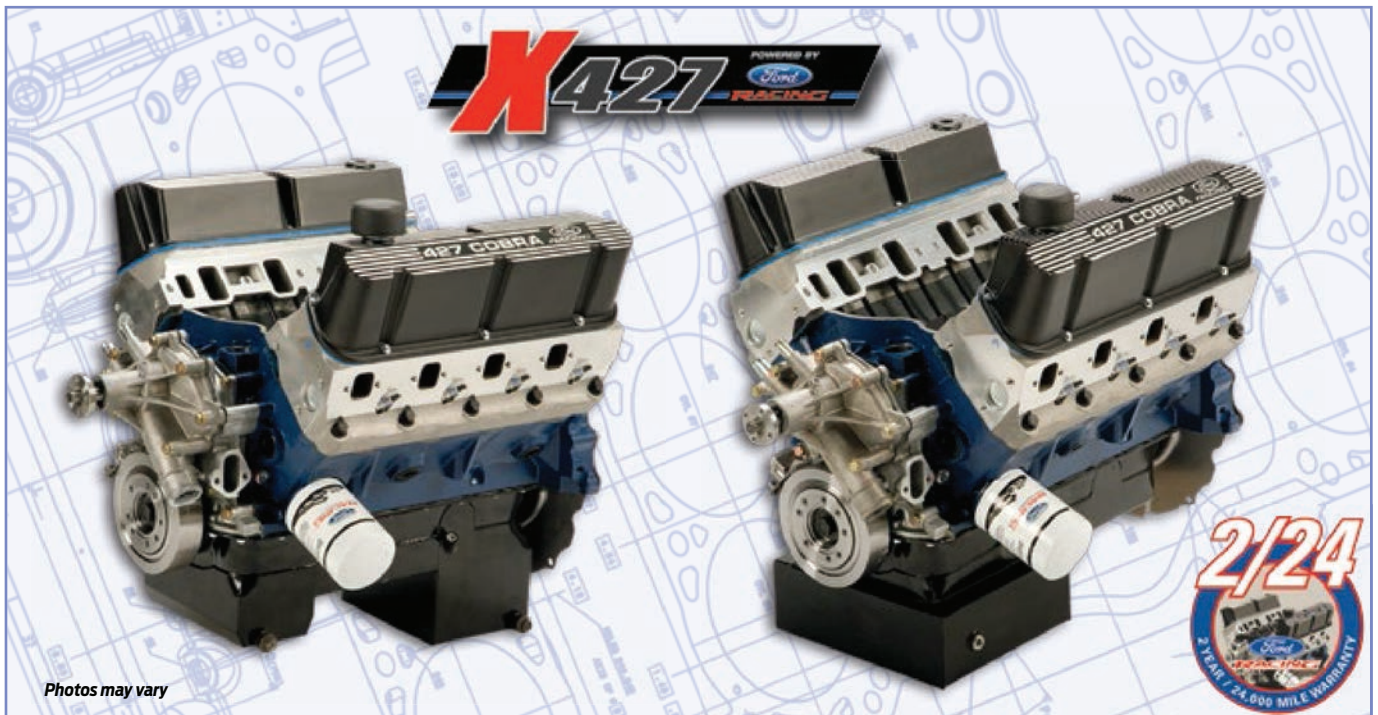


- Valve size: 2.02" intake, 1.60" exhaust
- Compression ratio: 10.1:1 (nominal)
- Rocker arms: Roller rockers
- Rocker arm ratio: 1.65:1
- Vibration damper: Ford Performance SFI approved
- Valve covers: M-6582-W351PR Ford Racing Cast Aluminum
- Oil pan: High-performance 7 qt. capacity and windage tray/scrapper
- Water pump: Edelbrock® hi-performance
- Includes M-9439-A50 Ford Racing Intake Manifold Gaskets
- Does not include distributor, intake and flywheel
- Recommended fuel: Premium unleaded
- Ignition timing: 32° BTDC @ 4000 rpm
- Maximum recommended rpm: 6500
- Balanced: Internal. Use neutral balance flywheel
- Engine power rating based on long tube headers, Edelbrock® intake manifold #2928 Super Victor® w/750 Holley® carb and 1" carb spacer

See Also...

- Crate Engine Warranty – Pages 255-256

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.



Photos may vary

427 CUBIC INCH 450 HP "X" HEAD CRATE ENGINE



M-6007-X427FFT* Front sump

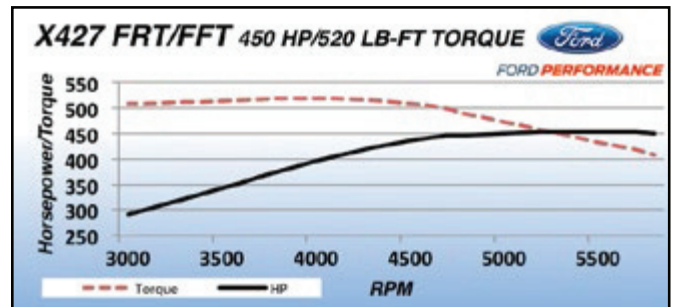
M-6007-X427FRT* Rear sump

Built on Ford Performance's BOSS 351 block, the "X" head 427 crate engine is engineered and built to deliver a strong and flat torque curve. Like all of the Ford Performance crate engines, the X427 is hand-assembled with nothing but the best new parts from aftermarket companies like Mahle®, SCAT®, Clevite®, COMP®, PAC®, Fel-Pro® and more. The engine internals are designed for performance including: forged crankshaft, forged I-beam connecting rods with floating piston pins and a high-performance oiling system. Built with the BOSS 351 block and the legendary "X" heads, X427 fits many of the vehicles originally built with a 351 Windsor engine. With 427 cubic inches, 450 horsepower and 520 lb-ft of torque, the X427 delivers tire-smoking acceleration for street rods, kit cars and muscle cars. It also delivers power and torque for light-duty pickups and SUVs.

450 horsepower @ 5600 rpm

520 lb-ft torque @ 4500 rpm

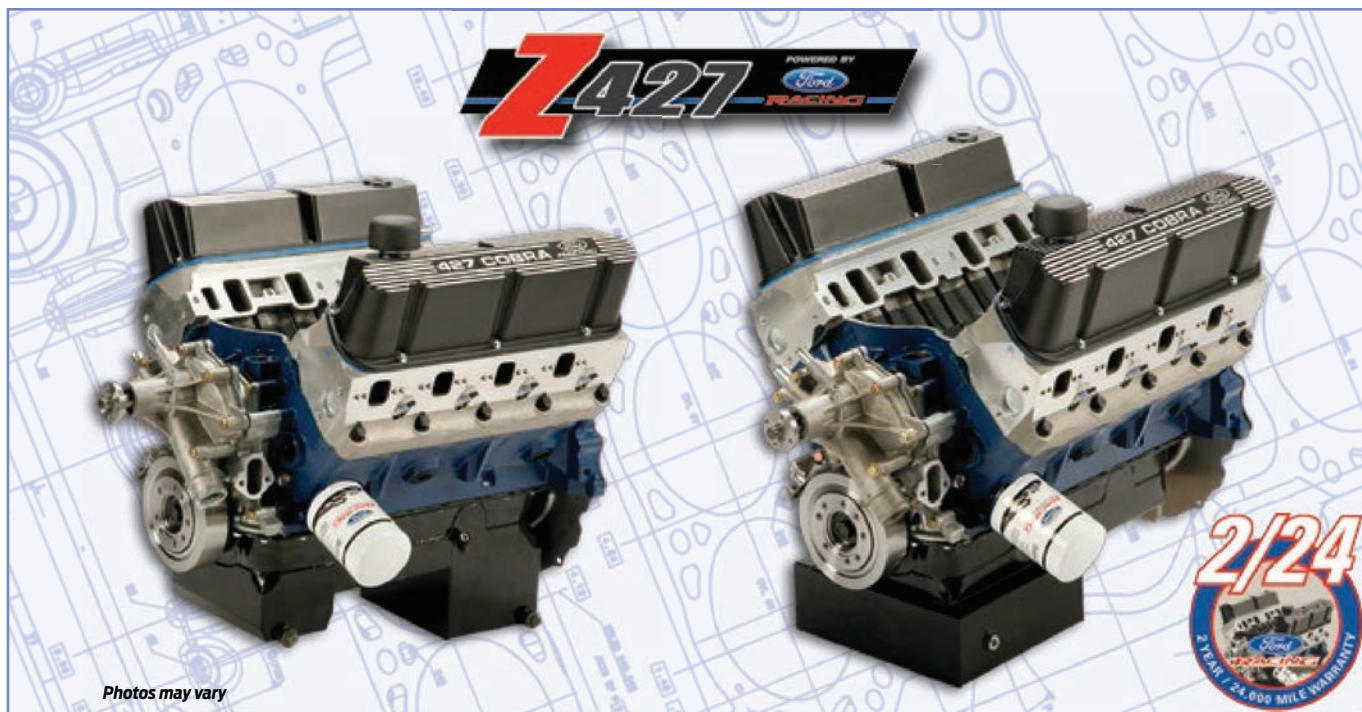
- Engine type: 351 based small block Ford
- Displacement (cu. in.): 427
- Bore x stroke: 4.125" bore x 4.00" stroke
- Block: BOSS 351 9.5" deck
- Crankshaft: SCAT® forged steel
- Connecting rods: SCAT® forged steel H-beam connecting rods and ARP® bolts
- Pistons: Forged Mahle® w/floating wrist pin
- Camshaft type: Hydraulic steel billet roller
- Camshaft lift – intake/exhaust: .563"/.584"
- Camshaft duration – intake/exhaust (@.050"): 232°/240°
- Cylinder heads: M-6049-X306 Ford Performance Aluminum 64cc Chamber Cylinder Heads
- Valve size: 1.94" intake valves and 1.54" exhaust valves
- Valve springs: PAC® 1219X ovate Beehive™
- Compression ratio: 10.5:1 (nominal)
- Rocker arms: Roller rockers
- Rocker arm ratio: 1.60:1
- Vibration damper: M-6316-D302 Ford Performance SFI Approved



- Valve covers: M-6582-W427B Ford Racing Cast Aluminum Black Wrinkle Finish 427 Cobra Script
- Oil pan: Steel with deep sump pan with windage tray/scrapper – 9 qt. capacity
- Water pump: included; long type – standard rotation
- Distributor: not included. MSD® distributor #85840 recommended (dist. modifications for intake clearance necessary)
- Recommended fuel: Premium unleaded
- Maximum recommended rpm: 5600 rpm
- Balanced: Internal. Use neutral balance flywheel
- Front sump pan fits most kit cars
- New block, oil and water pumps, performance oil pan and high-performance harmonic balancer
- Can be used in kit cars, street rods, Mustang, Fox-bodied cars and trucks

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

FORD PERFORMANCE ENGINES



Photos may vary

427 CUBIC INCH 535 HP CRATE ENGINE



M-6007-Z427FFT* Front sump

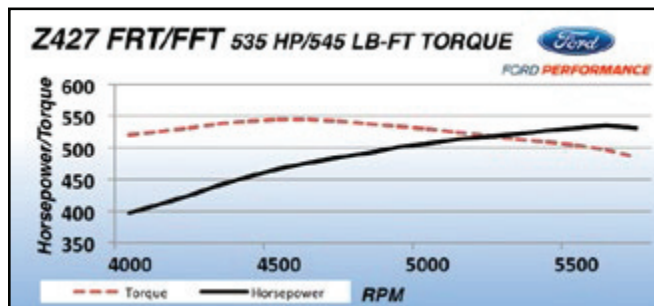
M-6007-Z427FRT* Rear sump

The company that created the famous 427 FE engine offers a modern version of the legendary motor. Built on Ford Performance's BOSS 351 block, the 427 crate engine is engineered and built for drivability and durability while delivering big power. Ideal for Ford projects requiring 500+ horsepower in a reliable small block package.

535 horsepower @ 5600 rpm

545 lb-ft torque @ 4500 rpm

- Engine type: 351 based small block Ford
- Displacement (cu. in.): 427
- Bore x stroke: 4.125" bore x 4.00" stroke
- Block: BOSS 351 9.5" deck
- Crankshaft: SCAT® forged steel
- Connecting rods: SCAT® forged steel H-beam connecting rods and ARP® bolts
- Pistons: Forged Mahle® w/floating wrist pin
- Camshaft type: Hydraulic roller
- Camshaft lift (in): .594"/.618"
- Camshaft duration – intake/exhaust (@.050"): 242°/248°
- Cylinder heads: M-6049-Z304DA Ford Performance Aluminum "Z" Cylinder Heads
- Valve size (in): 2.02" intake, 1.60" exhaust
- Valve springs: PAC® 1219X ovate Beehive™
- Compression ratio: 10.5:1 (nominal)
- Rocker arms: Roller rockers
- Rocker arm ratio: 1.65:1
- Vibration damper: M-6316-D302 Ford Performance SFI Approved
- Valve covers: Ford Performance cast aluminum black wrinkle finish 427 Cobra script
- Oil pan: Steel with deep sump pan with windage tray/scrapper – 9 qt. capacity



- Distributor: not included. MSD® distributor #85840 recommended (dist. modifications for intake clearance necessary)
- Recommended fuel: Premium unleaded
- Ignition timing: 32° @ 4000 rpm
- Maximum recommended rpm: 5600 rpm
- Balanced: Internal. Use neutral balance flywheel
- Recommended intake: Edelbrock® part # 2924 Super Victor® (not included)
- Rear sump pan fits most Mustang K-members
- New block, oil and water pumps, performance oil pan and high-performance harmonic balancer
- Can be used in kit cars, street rods, Mustang, Fox-bodied cars and trucks
- M-8501-G351 Water Pump included

See Also...

- Crate Engine Warranty – Pages 255-256

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

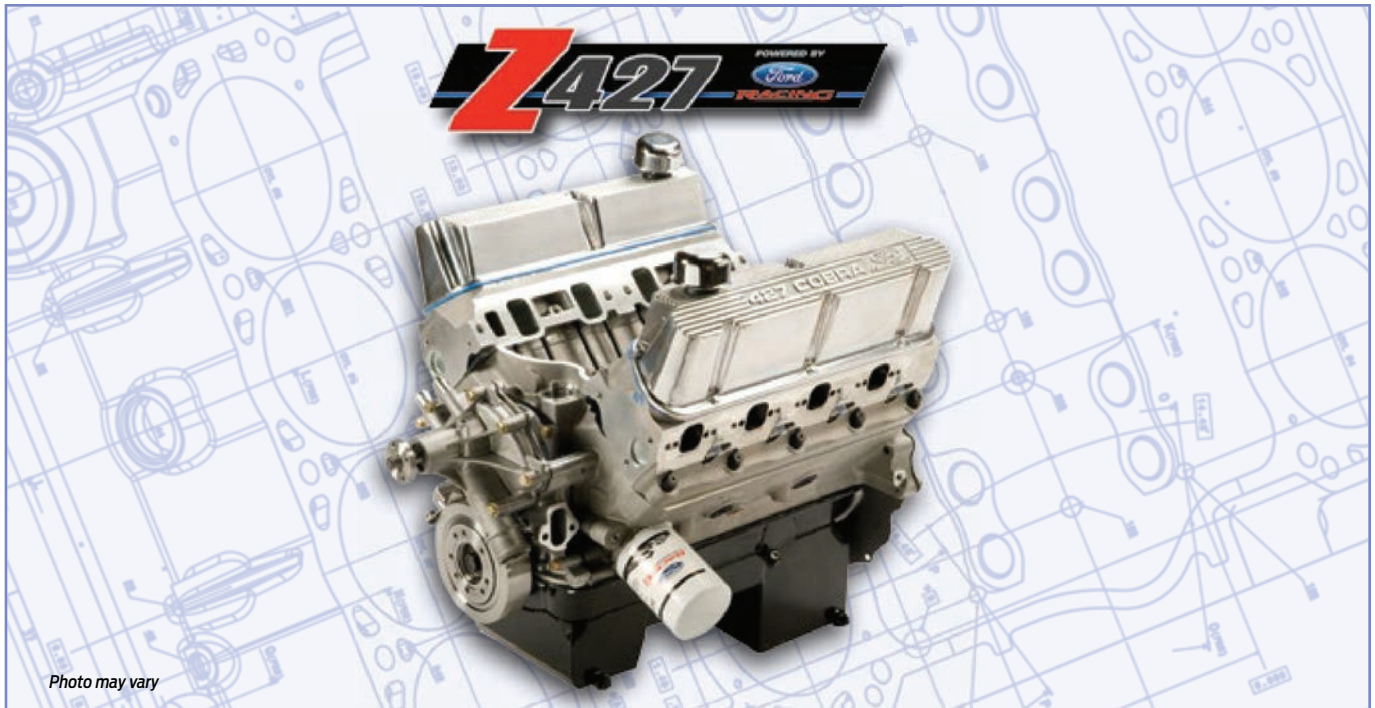


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427 CUBIC INCH ALUMINUM CRATE ENGINES



M-6007-Z427AFT Front sump

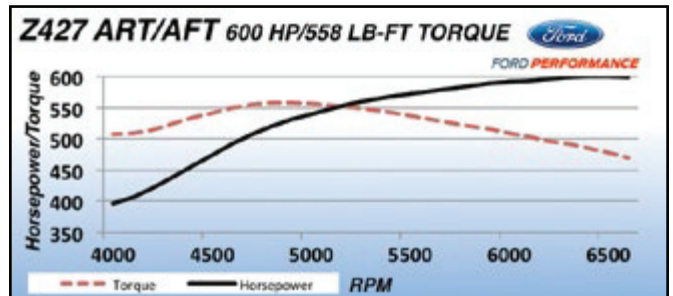
M-6007-Z427ART Rear sump

The company that created the famous 427 FE engine announces a modern version of the legendary motor. Built on Ford Performance's aluminum Z351 block, the 427 crate engine is engineered and hand-assembled for drivability and durability while still offering a throaty growl. The Z427 is built with real high-performance parts from premier aftermarket companies like Mahle®, SCAT®, Clevite®, COMP®, PAC®, Fel-Pro® and more. This engine is ideal for street rods, kit cars and all Ford projects requiring big power in a reliable, light-weight package.

600 horsepower @ 6500 rpm

558 lb-ft torque @ 5000 rpm

- Engine type: 351 based small block Ford
- Displacement (cu. in.): 427
- Bore x stroke: 4.125" bore x 4.00" stroke
- Block: M-6010-Z351 Ford Performance Aluminum 4-Bolt Main Block
- Crankshaft: SCAT® forged steel
- Connecting rods: SCAT® forged steel H-beam connecting rods and ARP® bolts
- Pistons: Forged Mahle® w/floating wrist pin
- Camshaft type: Solid steel billet roller
- Camshaft lift – intake/exhaust: .644"/.653"
- Camshaft duration – intake/exhaust (@.050"): 258°/260°
- Timing chain: M-6268-B302 Double Roller Timing Chain
- Cylinder heads: M-6049-Z304P CNC-Ported Ford Performance Aluminum "Z" Cylinder Heads
- Valve size: 2.08" intake valves and 1.60" exhaust valves
- Valve springs: PAC® 1243
- Compression ratio: 11.1:1 (nominal)
- Rocker arms: Roller rockers



- Rocker arm ratio: 1.65:1
- Vibration damper: M-6316-D302 Ford Performance SFI Approved
- Valve covers: M-6582-W427B Ford Performance Cast Aluminum Black Wrinkle Finish 427 Cobra Script
- Oil pan: Steel with deep sump pan with windage tray/scrapper – 9 qt. capacity
- Water pump: Included; long type – standard rotation
- Distributor: Not included. MSD® distributor #85840 recommended (dist. modifications for intake clearance necessary)
- **Mechanical cam engine – No warranty**
- Recommended fuel: Leaded 110 octane

See Also...

- Crate Engine Warranty – Pages 255-256

FORD PERFORMANCE ENGINES



Photos may vary

460 CUBIC INCH 575 HP CRATE ENGINE

M-6007-Z460FFT* Front sump

M-6007-Z460FRT* Rear sump

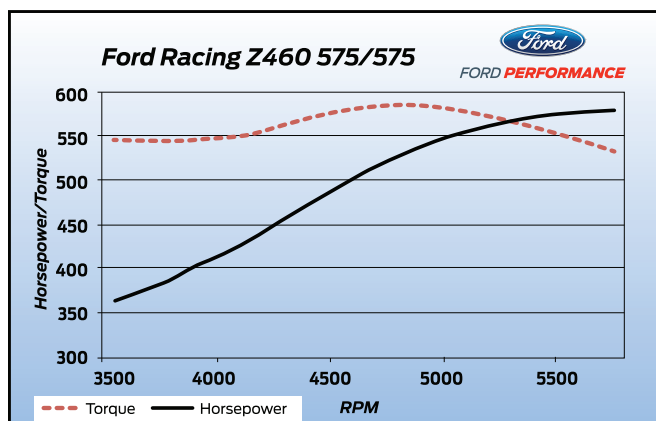
Ford Performance has taken its BOSS block to the max with the biggest small block Windsor crate engine ever – the Z460. With 575 horsepower and 575 lb-ft of torque, Z460 packs a pump-gas-fueled punch that works well on the street and on the track.

The foundation of Z460 is the legendary Ford Performance BOSS block topped off with high-port/high-flow “Z” heads. Premium components from the best aftermarket companies are used throughout the engine, like a SCAT® forged steel crankshaft, SCAT® forged H-beam connecting rods, forged Mahle® pistons and Clevite® bearings. And every Ford Performance Z460 engine is hand-assembled in the U.S. with performance clearances.

575 horsepower @ 5500 rpm

575 lb-ft torque @ 4700 rpm

- Engine type: 351 based small block Ford
- Displacement (cu. in.): 460
- Bore x stroke: 4.150" bore x 4.250" stroke
- Block: BOSS 351 9.5" deck
- Crankshaft: SCAT® forged steel
- Connecting rods: SCAT® forged steel H-beam 6.125" length connecting rods
- Pistons: Forged Mahle® w/floating wrist pin
- Camshaft type: Hydraulic roller
- Camshaft lift: .594"/.618"
- Camshaft duration (@.050"): 242°/248°
- Cylinder heads: M-6049-Z304DA Ford Performance Aluminum “Z” Cylinder Heads
- Valve size: 2.02" intake, 1.60" exhaust
- Compression ratio: 10.0:1 (nominal)
- Rocker arms: M-6564-F351 Ford Performance Roller Rocker Arms
- Rocker arm ratio: 1.65:1
- Vibration damper: M-6316-D302 Ford Performance SFI Approved
- Valve covers: Ford Racing cast aluminum silver painted finish



- Oil pan: Steel with deep front (9 qt.) or rear (7 qt.) sump pan with louvered windage tray and crankshaft scraper (M-6675-FT351 Front Sump or M-6675-DRS351 Rear Sump)
- Water pump: M-8501-G351 Ford Performance included long type – standard rotation
- Includes M-9439-A50 Ford Performance Intake Manifold Gaskets
- Distributor: Not included. Steel distributor gear required
- Required fuel: Premium unleaded
- Ignition timing: 32° @ 4000 rpm
- Maximum recommended rpm: 5600 rpm
- Balanced: Internal. Use neutral balance flywheel
- Recommended intake: Edelbrock® PN 2924 Super Victor® (not included)
- New block, oil and water pump, performance oil pan and high-performance harmonic balancer
- Engine power ratings achieved with Edelbrock® Super Victor® intake, Holley® 850 CFM carburetor, long tube headers

*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

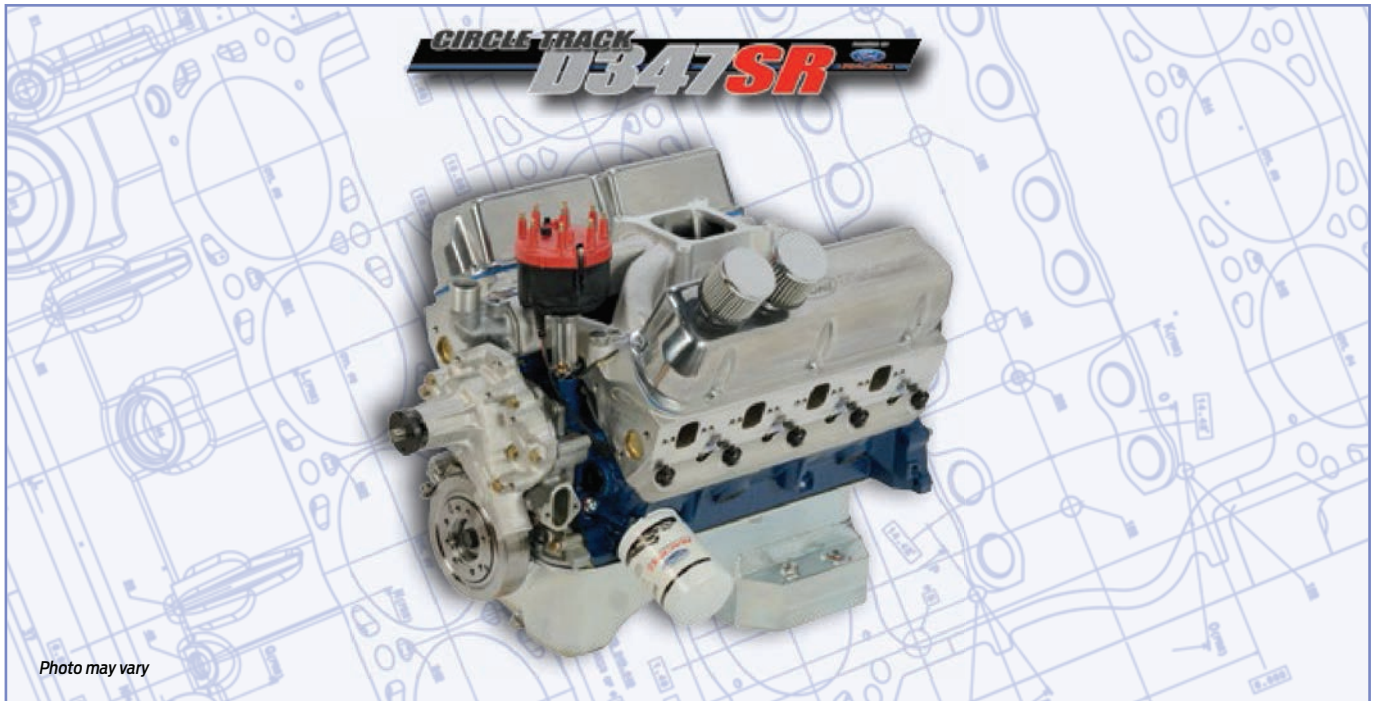


Photo may vary

347 CUBIC INCH 415 HP SEALED RACING ENGINE

M-6007-D347SR
M-6007-D347SR7



Ford sealed racing engines are built to professional racing series standards and deliver reliable lasting performance. These aren't built from repackaged production parts, but real racing parts like forged crank, rods and pistons with full floating piston pins. Each engine is assembled by hand with racing clearances. Built with the Ford Performance BOSS 302 block, these engines deliver reliable and consistent performance lap after lap.

- Built for asphalt and dirt circle track racing series that require a sealed racing engine
- 347 cubic inches – 4.030" bore x 3.400" stroke
- BOSS 302 race block
- 415 hp @ 6000 rpm, 400 lb-ft @ 4900 rpm with headers, and a 650 CFM Holley® carburetor (not included)
- 10:1 compression ratio (nominal)
- SCAT® forged crankshaft
- SCAT® forged steel cap screw connecting rods
- Mahle® forged pistons with floating pins
- M-6250-F303 Hydraulic Roller Camshaft, .528" lift intake and exhaust, duration at .050" is 226 degrees intake and exhaust
- M-6268-A302 Double Roller Timing Chain Set
- High-performance 7 qt. rear sump circle track oil pan
- M-6049-Z304DA Ford Performance Aluminum "Z" Cylinder Heads with 2.02" intake valves and 1.60" exhaust valves
- PAC® 1219X Ovate Beehive™ valve springs
- 1.65:1 ratio roller rocker arms
- M-9424-D302 Edelbrock® Victor Jr.® Intake Manifold
- Edelbrock® water pump
- SFI approved vibration damper
- MSD® billet distributor
- ARP® head studs
- M-6582-CT Ford Racing Polished Aluminum Circle Track Valve Covers
- High-volume oil pump
- Engine is sealed for circle track competition where rules allow
- Engine weight as equipped is 431 lbs (includes 7 qts. of oil)

- Competes directly with the Chevrolet Performance® "604" crate engine
- Engine is internally balanced, "0" balance flywheel required
- Flywheel is not included

The D347SR7 includes the following parts and machining improvements vs. the standard D347SR:

- 7 mm light-weight intake and exhaust valves
- Hardened steel lifter push rod cups
- Block honed with deck plates
- **Race application – No warranty**

INSTALLATION NOTES: See engine installation and tuning tips. Some or all of the following items may need to be changed from your original engine or modified for proper installation:

- This engine has a rear sump performance oil pan and pickup, regular rotation timing cover, regular rotation water pump and non-EFI valve covers. Depending on your application, a different timing cover, water pump, performance oil pan and pickup may be required. See installation notes.
- M-6287-B302 Fuel Pump Eccentric installed, allows use of mechanical fuel pump.
- A standard rotation water pump is installed on the engine. Other applications may require different water pumps and timing chain covers.
- M-6316-D302 Damper may require a spacer for pulley alignment.
- M-6375-D302 Flywheel, not included, should work for most 157-tooth manual transmission applications.
- Firing order 1-3-7-2-6-5-4-8 (5.0L HO and 351W order).
- Built with current available parts.
- Photo and specs may vary.
- Shipping weight approximately 475 lbs.

See Also...

- Crate Engine Warranty – Pages 255-256

FORD PERFORMANCE ENGINES



347 CUBIC INCH 350 HP SEALED CRATE ENGINE M-6007-S347JR



Ford sealed racing engines are built to professional racing series standards and deliver reliable lasting performance. These aren't built from repackaged production parts, but real racing parts like forged crank, rods and pistons with full floating piston pins. Based on the Ford Racing BOSS 302 block, these engines deliver reliable and consistent performance lap after lap. S347JR has been approved for use in the American Canadian Tour (ACT) Late Model series.

- Built for asphalt and circle track racing series that require a sealed or "crate" racing engine
- 347 cubic inches – 4.030" bore x 3.400" stroke
- M-6010-BOSS302 BOSS 302 Race Block
- 350 hp @ 5500 rpm – 400 lb-ft of torque @ 4000 rpm with headers, and 2V 500 CFM Holley® carburetor (not included)
- 10.5:1 compression ratio (nominal)
- SCAT® forged crankshaft
- SCAT® forged steel cap screw connecting rods
- Forged Mahle® pistons with floating pin
- COMP Cams® 35-410-8 hydraulic roller camshaft .533" lift intake and exhaust, duration at .050" is 206 degrees intake and exhaust
- M-6268-A302 Double Roller Timing Chain Set
- High-performance 7 qt. rear sump circle track oil pan
- MSD® billet distributor
- ARP® head studs
- M-6049-X307 Ford Racing Aluminum "X" Cylinder Heads with 1.94" intake valves and 1.54" exhaust valves
- PAC® 1219X Ovate Beehive™ valve springs
- M-6564-B351 1.60:1 Ratio Roller Rocker Arms
- Edelbrock® Performer RPM™ air-gap dual plane aluminum intake manifold
- Edelbrock® water pump
- MSD® billet distributor
- M-6600-D2 High-Volume Oil Pump
- M-6582-CT2 Ford Racing Polished Aluminum Valve Covers
- M-6316-D302 High-Performance SFI Approved Vibration Damper
- Engine weight as equipped is 414 lbs (includes 7 qt. of oil)
- Engine is sealed for circle track competition where rules allow
- Competes against Chevrolet Performance® "603" crate engine

- Engine is internally balanced, "0" balance flywheel required
- Flywheel not included

INSTALLATION NOTES: See engine installation and tuning tips. Some or all of the following items may need to be changed from your original engine or modified for proper installation:

- This engine has a rear sump performance oil pan and pickup, regular rotation timing cover, regular rotation water pump and non-EFI valve covers.
- The timing chain cover will work with most regular rotation water pumps.
- M-6287-B302 Fuel Pump Eccentric installed, allows use of mechanical fuel pump.
- A standard rotation water pump is installed on the engine. Other applications may require different water pumps and timing chain covers.
- M-6316-D302 Damper may require a spacer for pulley alignment.
- M-6375-D302 Flywheel, not included, should work for most 157-tooth manual transmission applications. For other transmission applications, use the proper "0" balance flywheel.
- Firing order 1-3-7-2-6-5-4-8 (5.0L HO and 351W order).
- Built with current available parts. Photo and specs may vary.
- Shipping weight approximately 475 lbs.

See Also...

- Crate Engine Warranty – Pages 255-256



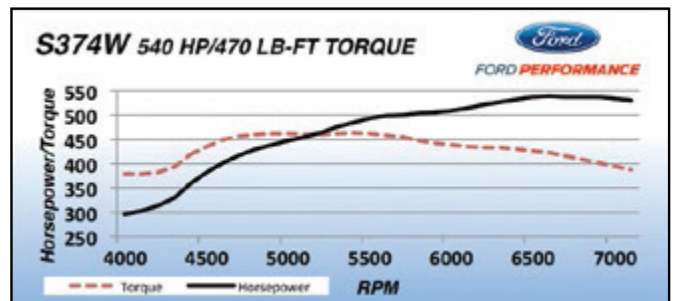
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374 CUBIC INCH 540 HP SEALED RACING ENGINE M-6007-S374W



Ford Performance expands its line of sealed racing engines with the new 540 horsepower S374W engine developed for asphalt and dirt circle track racing. Ford sealed racing engines are built to professional racing series standards to deliver reliable and lasting performance. These aren't built from repackaged production parts, but real racing parts that start with the Ford Racing BOSS 351 block, adds Eagle® forged steel crankshaft, steel H-beam rods and forged Mahle® pistons with full floating pins and is topped with CNC-ported "Z" heads. Specifications:

- Designed and developed for short track asphalt and dirt circle track racing where spec or sealed engines are required
- 374 cubic inches – 4.125" bore x 3.500" stroke
- 9.2" deck BOSS 351 block with 4-bolt mains
- 540 hp @ 7000/470 lb-ft torque @ 5100 w/a 750 4-bbl carb – 505 hp w/a Holley® 500 CFM 2-bbl carb
- 11.0:1 compression ratio
- Eagle® forged steel crank, Eagle® steel H-beam connecting rods
- Mahle® forged pistons
- M-6049-Z304P "Z" CNC-Ported Aluminum Cylinder Heads w/2.08" intake and 1.60" stainless steel valves
- Edelbrock® Super Victor® intake manifold
- Solid roller tappet camshaft, .525" lift intake and exhaust, 258 degree intake duration @ .050" and 266 degree exhaust duration at .050"
- 1.65:1 roller rocker arms



- M-6268-B302 Double Roller Timing Chain
- 9 qt. steel oil pan
- Edelbrock® water pump
- SFI approved harmonic balancer
- MSD® billet distributor
- Factory-sealed for asphalt and dirt circle track competition
- Each engine is dyno-tested and provided with the dyno run data
- Competes with Chevrolet Performance® CT-525 crate engine
- Engine is internally ballanced, "0" balance flywheel required
- Flywheel not included
- Built with current available parts
- Photo and specs may vary

FORD PERFORMANCE ENGINES

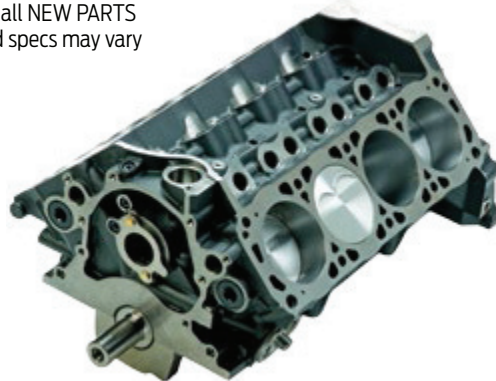
347 CUBIC INCH BOSS SHORT BLOCK

M-6009-347

The Ford Performance 347 short block lets you build it your way by adding your choice of heads, cam, intake and oil pan. It's the perfect foundation to build a powerful 8.2" deck engine for your vintage muscle car, street rod, Fox body or late model Mustang. This is the same short block used in the M-6007-D347SR and M-6007-S347JR 347 Sealed Racing Crate Engines. Nothing but the best parts are used inside, including: forged crankshaft, forged I-beam connecting rods with floating piston pins and the BOSS 302 block.

- Engine type: 302 based small block Ford
- Displacement (cu. in.): 347
- Bore x stroke: 4.030" bore x 3.400" stroke
- Block: M-6010-BOSS302 BOSS 4-Bolt Main Block 8.2" deck height
- Piston to deck height: .010" below deck (nominal)
- Crankshaft: SCAT® forged steel: 3.400" stroke
- Connecting rods: SCAT® forged steel I-beam connecting rods with floating pin and ARP® bolts
- Pistons: Mahle® forged aluminum, 1.5 mm, 1.5 mm, 3 mm rings, valve reliefs for X306, X307, Z304DA, Z304P, N351 and other inline valve Windsor cylinder heads. 6cc valve pockets. Check piston-to-valve clearance
- Hydraulic roller camshaft compatible
- Internally balanced. Requires "0" balance flywheel and damper
- Recommended cylinder head fasteners M-6065-BOSS Head Bolts or M-6014-BOSS Studs depending on application
- Most aftermarket performance cylinder heads are compatible with this short block. Ford Performance short blocks are built with pistons designed for 20-degree valve angle heads and will fit stock or most spread valve guide center lines

- Designed for M-6049-X306/X307/Z304DA/Z304P and N351 Cylinder Heads. Not designed for production 302/351W or M-6049-Y302/Y303/X302/X303/X304/X305 Cylinder Heads
- Assembled and ready for your heads, cam and timing chain set
- Requires M-6051-CP331 or S331 Head Gaskets
- M-6316-D302 High-Performance Harmonic Balancer is recommended
- M-6600-D2 High-Volume Oil Pump recommended
- 302 bolt pattern, oil pan and timing cover
- Built with all NEW PARTS
- Photo and specs may vary



363 CUBIC INCH BOSS SHORT BLOCK

M-6009-363

The Ford Performance Z363 short block lets you build it your way by adding your choice of heads, cam, intake and oil pan. It's the perfect foundation to build a powerful 8.2" deck engine for your vintage muscle car, street rod, Fox body or late model Mustang. This is the same short block used in the 500 hp Z363 crate engine. By taking the bore out to 4.125", the displacement of the popular 347 stroker has been increased to 363 cubic inches.

Nothing but the best parts are used inside, including: forged crankshaft, forged I-beam connecting rods with floating piston pins and the BOSS 302 block. The Z363 short block fits many of the vehicles originally built with a 289 or 302 8.2" deck height block.

- Engine type: 302 based small block Ford
- Displacement (cu. in.): 363
- Bore x stroke: 4.125" bore x 3.400" stroke
- Block: M-6010-BOSS302 BOSS 4-Bolt Main Block 8.2" deck height
- Piston to deck height: .010" below deck (nominal)
- Crankshaft: SCAT® forged steel: 3.400" stroke
- Connecting rods: SCAT® forged steel I-beam connecting rods with floating pin and ARP® bolts
- Pistons: Mahle® forged aluminum, 1.5 mm, 1.5 mm, 3 mm rings, valve reliefs for X306, X307, Z304DA, Z304P, N351 and other inline valve Windsor cylinder heads. 6cc valve pockets. Check piston-to-valve clearance
- Hydraulic roller camshaft compatible
- Internally balanced. Requires "0" balance flywheel and damper
- Recommended cylinder head fasteners M-6065-BOSS Head Bolts or M-6014-BOSS Studs depending on application
- Most aftermarket performance cylinder heads are compatible with this short block. Ford Performance short blocks are built with pistons

- designed for 20-degree valve angle heads and will fit stock or most spread valve guide center lines
- Designed for M-6049-X306/X307/Z304DA/Z304P/N351 Cylinder Heads. Not designed for production 302/351W or M-6049-Y302/Y303/X302/X303/X304/X305 Cylinder Heads
- Assembled and ready for your heads, cam and timing chain set
- Requires M-6051-R351 Head Gaskets
- M-6316-D302 High-Performance Harmonic Balancer is recommended
- M-6600-D2 High-Volume Oil Pump recommended
- 302 bolt pattern, oil pan and timing cover
- Built with all NEW PARTS
- Photo and specs may vary





427 CUBIC INCH BOSS SHORT BLOCK

M-6009-427F

The Ford Performance 427 short block lets you build it your way by adding your choice of heads, cam, intake and oil pan. It's the perfect foundation to build a powerful 9.5" deck engine for your vintage muscle car, street rod, Fox body or late model Mustang. This is the same short block used in the 575 hp Z427 crate engine. Nothing but the best parts are used inside, including: forged crankshaft, forged I-beam connecting rods with floating piston pins and the BOSS 351 block. This short block is hand-assembled with performance clearances in the U.S. The 427 short block fits many of the vehicles originally built with Windsor and Cleveland small blocks.

- Engine type: 351 based small block Ford
- Displacement (cu. in.): 427
- Bore x stroke: 4.125" bore x 4.00" stroke
- Block: M-6010-BOSS35195 BOSS 4-Bolt Main Block 9.5" deck height
- Piston to deck height: .005" below piston to deck height (nominal)
- Crankshaft: SCAT® forged steel: 4.000" stroke
- Connecting rods: SCAT® forged steel H-beam connecting rods with floating pin and ARP® bolts
- Pistons: Mahle® forged aluminum, with reliefs for Z304D, Z304P, N351 and other inline valve Windsor cylinder heads. 17cc piston dish. Check piston-to-valve clearance
- Hydraulic roller camshaft compatible
- Internally balanced
- Recommended cylinder head fasteners M-6065-BOSS Head Bolts or M-6014-BOSS Studs depending on application
- Most aftermarket performance cylinder heads are compatible with this short block. Ford Performance short blocks are built with pistons designed for 20-degree valve angle heads and will fit stock or spread valve guide center lines
- Designed for M-6049-X306/X307/Z304DA Cylinder Heads. Not designed for production 302/351W or M-6049-Y302/Y303/X302/X303/X304/X305 Cylinder Heads
- Assembled and ready for your heads, cam and timing chain set
- Requires M-6051-R351 Head Gaskets
- 351W bolt pattern, oil pan and timing cover
- M-6316-D302 High-Performance Harmonic Balancer is recommended
- Built with all NEW PARTS
- Photo and specs may vary



427 ALUMINUM SHORT BLOCK

M-6009-427A



BUILD IT YOUR WAY WITH FORD PERFORMANCE SHORT BLOCKS. Want to build a powerful Ford engine for your vintage muscle car, street rod, Fox body or late model Mustang? A Ford Performance short block is the perfect foundation. Ford Performance engineers have taken care of the toughest part of building a new engine by designing a strong, durable short block that offers a wide range of power possibilities. We use only the best parts for our short blocks, like a forged steel crankshaft, forged H-beam connecting rods with floating piston pins, forged Mahle® pistons and the Ford Performance aluminum block. And every Ford Performance short block is hand-assembled in the U.S. with performance clearances – these aren't assembly line truck engines made by machines!

- Engine type: 351 based small block Ford
- Displacement (cu. in.): 427
- Bore x stroke: 4.125" bore x 4.00" stroke
- Block: M-6010-Z351 Ford Performance Aluminum 4-Bolt Main Block 9.5" deck height
- Piston to deck height: .005" below piston to deck height (nominal)
- Crankshaft: SCAT® forged steel: 4.000" stroke
- Connecting rods: SCAT® forged steel H-beam connecting rods with floating pin and ARP® bolts
- Pistons: Mahle® 4.125" bore forged, with reliefs for Z304D, Z304P, N351 and other inline valve Windsor cylinder heads. 17cc piston dish. Check piston-to-valve clearance
- Hydraulic roller camshaft compatible. Requires aftermarket tie bar hydraulic lifters
- .060" oil galley restrictors included for solid roller cam applications
- Internally balanced
- Uses standard M-6059-D351 Windsor Timing Cover
- Standard Windsor oil pan flange
- Recommended cylinder head fasteners M-6065-BOSS Head Bolts or M-6014-BOSS Studs depending on application
- Most aftermarket performance cylinder heads are compatible with this short block. Ford Performance short blocks are built with pistons designed for 20-degree valve angle heads and will fit stock or spread valve guide center lines
- Not designed for production 302/351W or M-6049-Y302/Y303/X302/X303/X304/X305 Cylinder Heads
- Assembled and ready for your heads, cam and timing chain set
- Requires M-6051-R351 Head Gaskets
- Oil pan and timing cover are a 351W bolt pattern
- M-6316-D302 High-Performance Harmonic Balancer is recommended
- Built with all NEW PARTS
- Photo and specs may vary



FORD PERFORMANCE ENGINES

460 CUBIC INCH BOSS SHORT BLOCK – WINDSOR SB BASED

M-6009-460



BUILD IT YOUR WAY WITH FORD PERFORMANCE SHORT BLOCKS. Want to build a powerful Ford engine for your vintage muscle car, street rod, Fox body or late model Mustang? A Ford Performance short block is the perfect foundation. Ford Performance engineers have taken care of the toughest part of building a new engine by designing a strong, durable short block that offers a wide range of power possibilities. We use only the best parts for our short blocks, like a forged steel crankshaft, forged H-beam connecting rods with floating piston pins, forged Mahle® pistons and the Ford Performance BOSS block. And every Ford Performance short block is hand-assembled in the U.S. with performance clearances – these aren't assembly line truck engines made by machines!

- Engine type: 351 based small block Ford
- Displacement (cu. in.): 460
- Bore x stroke: 4.150" bore x 4.25" stroke
- Block: M-6010-BOSS35195 BOSS 4-Bolt Main Block 9.5" deck height
- Piston to deck height: .005" below piston to deck height (nominal)
- Crankshaft: SCAT® forged steel: 4.250" stroke
- Connecting rods: SCAT® forged steel H-beam 6.125" length connecting rods with floating pin and ARP® bolts
- Pistons: Mahle® 4.150" bore forged, with reliefs for Z304D, Z304P, N351 and other inline valve Windsor cylinder heads. 30cc piston dish. Check piston-to-valve clearance
- Hydraulic roller camshaft compatible
- Internally balanced
- Recommended cylinder head fasteners M-6065-BOSS Head Bolts or M-6014-BOSS Studs depending on application
- Most aftermarket performance cylinder heads are compatible with this short block. Ford Performance short blocks are built with pistons designed for 20-degree valve angle heads and will fit stock or spread valve guide center lines
- Designed for M-6049-X306/X307/Z304DA Cylinder Heads. Not

- designed for production 302/351W or M-6049-Y302/Y303/X302/X303/X304/X305 Cylinder Heads
- Assembled and ready for your heads, cam and timing chain set
- Requires M-6051-R351 Head Gaskets
- 351W bolt pattern, oil pan and timing cover
- M-6316-D302 High-Performance Harmonic Balancer is recommended
- Built with all NEW PARTS
- Photo and specs may vary



351 ALUMINUM BLOCK 9.2" DECK M-6010-Z35192



Ford Performance has added a 9.2" deck height version of its Z351 aluminum Windsor block to its product line. This new 9.2" deck height block is great for smaller displacement builds without the penalty of a taller deck. Like the 9.5" deck height version, the block is cast from high-strength 356-T6 grade aluminum and uses splayed 4-bolt main caps on #2-3-4 mains. The block is "user friendly" and designed to use conventional Windsor components like cam, timing chain, timing chain cover, oil pan and oil pump. With a weight of 106 lbs, it's nearly 90 lbs lighter than an iron Ford Performance Parts BOSS 351 block.

- High-strength aluminum block, 356-T6 grade aluminum
- Splayed 4-bolt, steel billet main caps on 2, 3 and 4
- 2-bolt main caps on 1 and 5
- ARP® studs on all inner mains; ARP® bolts on 2-3-4 splayed outer positions
- Uses standard Windsor timing chain, timing chain cover, oil pan and oil pump
- 4.110"-4.115" bore as delivered, cast iron sleeves – finish at 4.125"
- 9.2" deck height, 2.75" crankshaft (351C) main journal diameter. 2.9415"-2.9425" diameter finished main bearing bore
- Lifter bores finished .8753"-.8768"
- 2.2032"-2.2052" diameter cam bearing bores. Uses M-6261-J351 or M-6261-R351 Cam Bearing
- Maximum stroke: 4.000"
- Wet sump oiling system
- Weight: 106 lbs



351 ALUMINUM BLOCK 9.5" DECK M-6010-Z351



- High-strength aluminum block, 356-T6 grade aluminum
- Splayed 4-bolt, steel billet main caps on 2, 3 and 4
- 2-bolt main caps on 1 and 5
- 4.110"-4.115" bore as delivered, cast iron sleeves 4.125"
- 9.5" deck height, accepts small block timing chain, timing chain cover and oil pump
- 2.75" crankshaft (351C) main journal diameter. 2.9415"-2.9425" diameter finished main bearing bore
- Lifter bores finished .8753"-.8768"
- 2.2032"-2.2052" diameter cam bearing bores. Uses M-6261-J351 or M-6261-R351 Cam Bearings
- Maximum stroke: 4.250"
- Wet sump oiling system
- Weight: 118 lbs



CYLINDER SLEEVES SET OF EIGHT M-6012-C351



- Replacement sleeves for the M-6010-Z351 Block
- Standard 4.280" O.D. and 3.990" I.D.
- Sold in set of eight

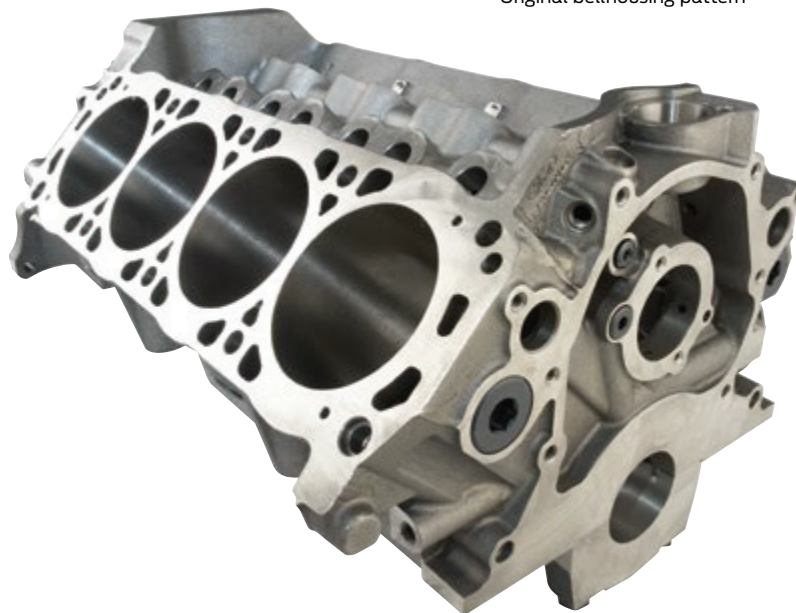


FORD PERFORMANCE ENGINES

FORD PERFORMANCE BOSS CYLINDER BLOCKS

Ford Performance engineers have designed the replacement for the legendary BOSS 302 and 351 blocks using the latest technology and manufacturing techniques from both the production and racing worlds. The BOSS block capability has been proven around the world – both on the track and on the street. By preserving many of the dimensions and features from the original 289-351 blocks, the BOSS blocks are compatible as replacements for use in just about any vehicle that used a Windsor-style engine. Cast from diesel-grade iron and designed with added material in key areas, BOSS block strength is far superior to any Ford OE block ever produced.

- Nodular iron main caps – splayed 4-bolt pattern on 2, 3, 4, mains. 2-bolt main on first and fifth main caps
- Finished lifter bores – uses stock size 302/351 lifters
- Machined to accept factory hydraulic roller lifter guides and lifter guide retainer
- NASCAR®-inspired revised oiling and cooling system
- Siamese bore with drilled coolant crossover holes to aid cooling – except on big bore versions



- Increased bulkhead material and deck thickness (.500"-.560")
- Threaded core and galley plugs (straight thread port plugs with O-ring)
- Head bolt thread engagement are moved lower in the block to minimize bore distortion and thus requires special length 1/2" head bolts
- Designed for Ford Performance M-6049-X306/X307/C3/D3/Z304DA or Yates®-style cylinder heads. Not designed for production 302/351W or M-6049-Y302/Y303/X302/X303/X304/X305 Cylinder Heads
- Uses common O.D. cam bearings
- Unique M-6026-S351 Cam Plug included
- Designed to be compatible with the original 302 and 351W blocks and includes the following features:
 - Designed to use stock-type timing cover. Timing cover M-6059-D351 recommended (includes fuel pump provision)
 - Fits factory Mustang oil pan with M-6622-BOSS302 Custom Oil Pickup Tube
 - Retains clutch cross shaft pivot hole
 - Original-style oil filter location – M-6731-FL1A recommended
 - Original motor mount boss locations
 - Original bellhousing pattern

Block	M-6010-BOSS302	M-6010-B302BB	M-6010-BOSS35192	M-6010-B35192BB	M-6010-BOSS35195	M-6010-BOSS351BB
Bore Size as delivered	3.990"-3.995"	4.115"-4.120"	3.990"-3.995"	4.115"-4.120"	3.990"-3.995"	4.115"-4.120"
Siamese Bore	Yes	Yes	Yes	Yes	Yes	Yes
Cross Drilled	Yes	No	Yes	No	Yes	No
Maximum Bore Size	4.125"	Sonic test for greater than 4.125"	4.125"	Sonic test for greater than 4.125"		Sonic test for greater than 4.125"
Maximum Stroke recommended	3.400"	3.400"	4.000"	4.000"	4.250"	4.250"
Main Bearings	Main bearing bore same as stock 302	Main bearing same as as stock 302	Main bearing bore same as stock 351 Cleveland	Main bearing bore same as stock 351 Cleveland	Main bearing bore same as stock 351 Cleveland	Main bearing bore same as stock 351 Cleveland
Deck Thickness	.500"-.560"	.500"-.560"	.500"-.560"	.500"-.560"	.500"-.560"	.500"-.560"
Head Bolt Size	1/2-13 UNC					
Lifter Bore Size	.8753"-.8768"	.8753"-.8768"	.8753"-.8768"	.8753"-.8768"	.8753"-.8768"	.8753"-.8768"
Rear Seal Type	M-6701-B302 1-Piece Rear Seal	M-6701-B302 1-Piece Rear Seal	M-6701-B351 1-Piece Rear Seal	M-6701-B351 1-Piece Rear Seal	M-6701-B351 1-Piece Rear Seal	M-6701-B351 1-Piece Rear Seal
Weight	175	175	195	195	205	205
Maximum Displacement	363 cubic inches	363 cubic inches	427 cubic inches	427 cubic inches	454 cubic inches	468 cubic inches
Recommended Parts						
Head Gaskets	M-6051-S331 M-6051-CP331 M-6051-R351 M-6051-B341	M-6051-R351	M-6051-S331 M-6051-CP331 M-6051-R351 M-6051-B341	M-6051-R351	M-6051-S331 M-6051-CP331 M-6051-R351 M-6051-B341	M-6051-R351
Cam Bearings	M-6261-J351 or M-6261-R351					
Head Stud Kit	M-6014-Z304, M-6014-BOSS Head Stud Kit					
Head Bolt Kit	M-6014-BOSS Head Bolt Kit					
Rear Main Seal	M-6701-B302	M-6701-B302	M-6701-B351	M-6701-B351	M-6701-B351	M-6701-B351



BOSS BLOCKS

- ▶ 302 to 468 Cubic Inches
- ▶ 8.2" – 9.2" – 9.5" Deck
- ▶ CNC-machined for exacting tolerances of +/- 0.001"
- ▶ The foundation for building power and race-winning performance

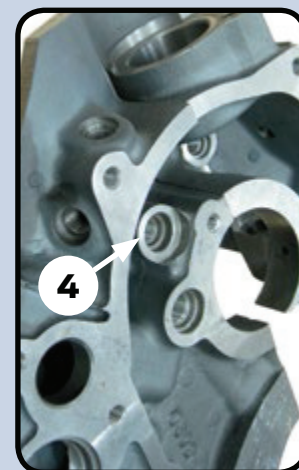
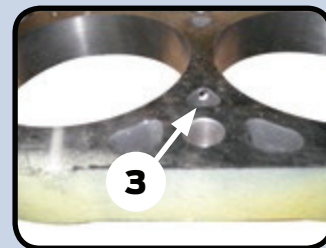
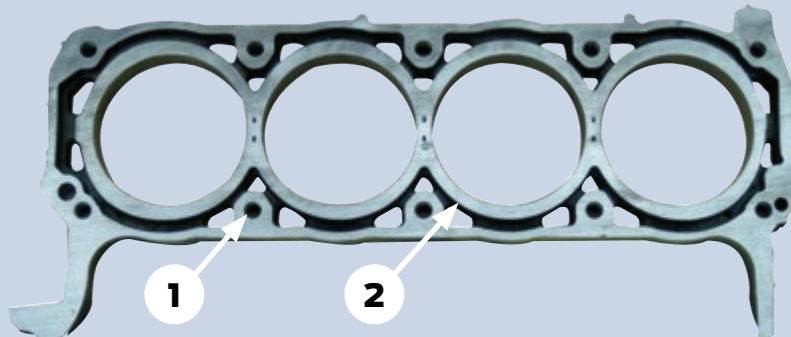


"Using a BOSS 351 block as a foundation became a no-brainer. At just under two-grand, the block provides about the best bang for the buck anywhere and hardly costs any more than a stock Windsor block that has been fully machined and blueprinted. But the BOSS block still has some advantages over that, namely it's cast using diesel-grade iron, which exhibits a much greater tensile strength than a stock casting. Plus, there is extra meat in all the critical stress areas.

"When you put it all together, you get a block that shrugs off 500-plus horsepower blasts and asks for more."

– Jeff Huneycutt

Project Big-Inch BOSS, 5.0 Magazine



- 1 1/2" head bolt columns moved lower in the block to minimize bore distortion and improve clamping force
- 2 Siamese bore with thick cylinder walls and exterior walls
- 3 Drilled coolant crossover holes to aid cooling
- 4 NASCAR®-inspired front feed to both lifter oil galleries

FORD PERFORMANCE ENGINES

OIL GALLEY RESTRICTOR KIT

M-6799-A302

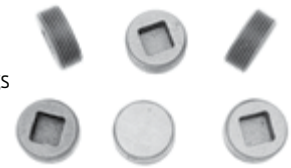
Increases oil flow to main bearings by reducing oil to valve train.



ENGINE BLOCK THREADED CORE PLUGS

M-6026-B302

- Fits 289/302/351C/351W/429/460
- Includes six threaded 1.25" NPT cast iron plugs
- Block tapped 1.25" NPT to accept plugs
- M-6010-A460 Ford Performance Block



PLUG AND DOWEL KIT

M-6026-A

Service replacement plug and dowel kit for M-6010-BOSS302/BOSS35192/BOSS35195/BOSS351BB and 351 Race Blocks with O-ring threaded plugs. Black anodized aluminum plugs with Buna® O-rings for the oil galleys, water drains and core holes. Dowels for front cover, clutch housing and cylinder heads.



PLUG AND DOWEL KIT

M-6026-R351

Necessary dowels, cup plugs and pipe plugs for rebuilding Ford blocks: M-6010 R302/R351/R352/R353/R354/R355/S302/S351/V351/W351

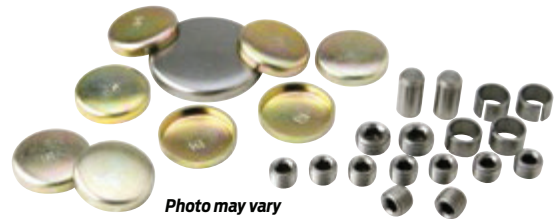


Photo may vary

PRODUCTION BLOCK PLUG AND DOWEL KIT

M-6026-A302

- Fits 289/302/351W production blocks
- Includes all necessary dowels, cup plugs and pipe plugs for rebuilding production V8 blocks
- Timing cover dowels – Qty 2
- Head dowels – Qty 4
- Transmission dowels – Qty 2
- Core plug cups – Qty 15
- Camshaft core plug cup – Qty 1



CAMSHAFT BEARINGS

M-6261-J351

- Fits 302/351 Ford Performance blocks
- Common outer diameter service replacement cam bearings for use in M-6010-R302/S302/R351/R352/S351/V351/W351/R451/R452/R453/B302BB/BOSS302/BOSS35192/BOSS35195/BOSS351BB
- Cast iron blocks
- Use with standard camshaft



FORD PERFORMANCE CYLINDER BLOCK CAMSHAFT PLUG

M-6026-S351

- Service camshaft plugs for Ford Performance cylinder blocks M-6010-R302/S302/R351/R352/R353/R354/R355/S351/V351/W351/BOSS302/BOSS351
- Package of 10



CAMSHAFT BEARINGS – ROLLER (SOLD IN ENGINE SETS)

These low-friction, roller camshaft bearings only require oil "splash" lubrication. Oil feed holes can be totally blocked off to reduce oil aeration and windage losses. Engine block must be machined to accept bearing size shown in chart. NOTE: The 351 cam journals are NOT production dimensions. These roller bearings require an SAE 8620 steel camshaft.



PART NUMBER	APPLICATION	O.D. DESCRIPTION	I.D. DESCRIPTION	LENGTH
M-6261-D351	351 Ford	(1-4) 2.48"	(1-4) 2.165"	.787"
		(5) 2.28"	(5) 1.969"	

NOTE: Requires camshaft retainer plate modifications.

BOSS 302 MAIN STUD AND BOLT KIT

M-6345-302MS

- Fits M-6010-BOSS302 Ford Performance 302 BOSS Block
- Kit contains ten 1/2" main studs, washers and nuts. Six 3/8" bolts and washers

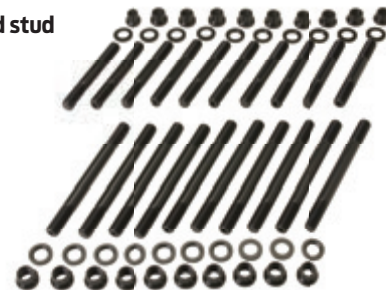


BOSS BLOCK CYLINDER HEAD STUD KIT

M-6014-BOSS

- 1/2" cylinder head studs required for installation of the Ford Performance M-6049-X306/X307/Z304DA Heads onto the M-6010-BOSS302, M-6010-B302BB, M-6010-BOSS35195, M-6010-BOSS35192, M-6010-B35192BB Blocks
- Includes 12-point nuts and hardened washers
- Sold in engine set

NOTE: Check header to head stud and nut for clearance.



CYLINDER HEAD STUD KIT

M-6014-Z304

- 1/2" cylinder head studs required when installing M-6049-Z304/Z304A/Z304D/Z304DA Heads on a 351W block (except BOSS 351 block)
- 1/2" diameter studs with 12-point nuts and hardened washers
- Sold in engine sets



BOSS BLOCK HEAD BOLT SET

M-6065-BOSS

- 1/2" cylinder head bolts required for installation of the Ford Performance M-6049-X306/X307/Z304DA Heads onto the M-6010-BOSS302, M-6010-B302BB, M-6010-BOSS35195, M-6010-BOSS35192, M-6010-BOSS351BB Blocks
- Includes hardened washers
- Sold in engine sets





HEAD BOLT KIT

M-6065-D289

- Use when installing stock 351W, Ford Performance cast iron (M-6049-L302/L303) or Ford Performance aluminum head (M-6049-Y302/Y303/X302/X303/X304/X305/X306/X307) on 289/302 blocks
- Kit features 20 ARP® cylinder head bolts with 7/16" diameter thread
- Includes 20 special stepped washers
- Sold in engine sets



302-351W CAMSHAFT RETAINER PLATE

PART NUMBER	APPLICATION	DESCRIPTION
M-6269-A302 	302/351W	<ul style="list-style-type: none"> • Production replacement for 302 and 351W engines • For use with flat tappet and hydraulic roller camshafts • Designed for timing chain sets requiring .250" thick retainer plate • Not for use with steel cam gears
M-6269-A351 	302/351 Ford Performance	<ul style="list-style-type: none"> • Steel replacement for production cast iron thrust plate for severe service • Use with steel timing chain sprocket • Required when using M-6268-B302 Timing Chain Set



M-6269-A351

FORD PERFORMANCE ENGINES

HIGH-STRENGTH FORGED STEEL 3.40" STROKER CRANKSHAFT

M-6303-C340

- Fits 302 production and Ford Performance cylinder blocks. Stock 2.1232" rod journal diameters. Use with M-6200-D50 "Sportsman" Rods (5.40" long) and 1.090" CD pistons in standard 302 block for 347 cu. in.
- Features:
 - Lightening holes
 - Rounded CW leading edge, tapered trailing edge
 - Rod and main journals are nitrided and polished
 - Requires custom pistons, rods and balancing



5.0L CRANKSHAFT DAMPER KIT

M-6316-M50

- New stock replacement crankshaft damper for most 1981-1995 5.0L/302 engines
- 50 oz.-in. balance factor
- Crankshaft damper overall length is 3.950"
- 4-bolt pulley pattern
- Kit includes E4TZ-A Crankshaft Damper and FITZ-A Timing Pointer



CRANKSHAFT DAMPERS

- Ford Performance crankshaft dampers are used on most Ford Performance push rod crate engines
- Billet steel construction, meets SFI 18-1 requirements
- Elastomer style harmonic vibration damper
- Laser-etched timing marks and "Ford Racing" logo
- 3- and 4-bolt pulley mounting holes
- Clear powdercoat finish

PART NUMBER	ENGINE	BALANCE	NOTES	MASS (LBS)
M-6316-A50	302 (1981-1993)	50 oz.-in.	Meets SFI 18-1 ①②③④	12.1
M-6316-C351	302/351W	28.2 oz.-in.	Meets SFI 18-1 ①②③⑤	11.5
M-6316-D302	302/351W	Neutral	Meets SFI 18-1 ③⑤	10.6

- NOTES:** ① Damper has removable weight that allows use as a neutral balance unit for internally balanced crankshafts. 1994-2001 Mustang and Explorer requires modification.
 ② Does not clear early timing chain cover with rear installed seal.
 ③ 3.000" overall length.
 ④ Passenger-side 11-o'clock timing marks only.
 ⑤ Passenger-side 11-o'clock timing marks and driver-side 2-o'clock timing marks.



M-6316-A50



M-6316-A50/M-6316-C351

CRANKSHAFT PULLEY SPACERS

Use these crank pulley spacers with Ford Performance M-6316-C351/A50/D302 Crank Dampers to achieve proper belt alignment on late model 302 and 351 Windsor engines.



PART NUMBER	ENGINE	CRANK PULLEY BOLT PATTERN	SPACER THICKNESS
M-8510-A351	302/351W	4	.350"
M-8510-B351	302/351W	4	.950"
M-8510-C351	302/351W	4	.875"
M-8510-D351	302/351W	4	.909"

INSTALLATION NOTES

Early 3-bolt crank pulleys generally bolt directly to the damper with flanged pulley pilot (damper is drilled for 3- and 4-bolt patterns). Pulley alignment should be checked and any misalignment corrected with the proper thickness spacer.



Photo may vary

351W HIGH-VOLUME OIL PUMP M-6600-B3



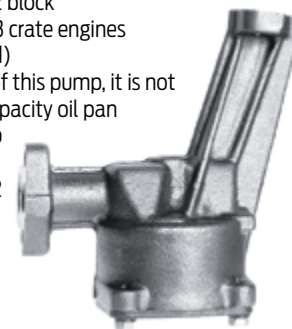
- Fits 1969-1997 351W
- High volume – standard pressure
- Use with Ford Performance BOSS 351 blocks
- Requires bolt-on pickup (not included)
- Due to the higher pumping capacity of this pump, it is not recommended for use with a stock capacity oil pan
- This pump will not fit stock rear sump oil pans because of its larger size
- Recommended with M-6675-DRS351 and M-6675-FT351 Oil Pans



289/302 HIGH-VOLUME OIL PUMP M-6600-D2



- Fits 1963-2000 289/302
- High volume – standard pressure
- Use with Ford Performance BOSS 302 block
- Used in Ford Performance 347 and 363 crate engines
- Requires bolt-on pickup (not included)
- Due to the higher pumping capacity of this pump, it is not recommended for use with a stock capacity oil pan
- This pump will not fit stock rear sump oil pans because of its larger size
- Recommended with M-6675-DRS302 and M-6675-FT302 Oil Pans



351 DEEP REAR SUMP OIL PICKUP TUBE FOR Z351 ALUMINUM BLOCK M-6622-DRS351A

- Fits M-6675-DRS351 Deep Rear Sump Oil Pan when used with the M-6010-Z351 Aluminum Block
- High-flow funnel-style pickup same as used on Mustang Cobra 4.6L 4V engines
- Thin wire screen delivers more than twice the flow area compared to many aftermarket pickup screens
- Thin wall 3/4" diameter tubing reduces vibration fatigue
- Quality built-in precision fixtures for a consistent OEM-level fit



BOSS 302 OIL PICKUP TUBE M-6622-BOSS302



- For use with M-6010-BOSS302 Block
- Clears 4-bolt main caps
- Fits stock Fox body Mustang pans
- Fits FISE pans used on 1991-1995 Mustang



OIL PUMP DRIVESHAFTS



- M-6605-B302** Fits 289-302 EFI and non-EFI and Ford Performance BOSS 302 blocks
- M-6605-A341** Fits 351W and all Ford Performance BOSS 351 blocks
- Heavy duty
- Heat-treated chrome moly steel
- Centerless ground



ENGINE SWAP OIL PAN KITS

PART NUMBER	SUMP	CAPACITY	FINISH	APPLICATION/DESCRIPTION
M-6675-A50	Rear	5-qt.	Painted	5.0L oil pan kit. Includes rear sump oil pan, dipstick, dipstick tube, pickup and main cap stud. Ideal for engine swaps. Fits 1979-1995 Mustang and Fox-chassis vehicles. Fits 1983-2001 production blocks. NOTE: Does not have provision for low oil sender. Fasteners not included.
M-6675-A58	Rear	5-qt.	Painted	351W/5.8L oil pan kit. Includes rear sump oil pan, dipstick, dipstick tube, pickup and main cap stud. Ideal for engine swaps. Fits 1979-1995 Mustang and Fox-chassis vehicles. Fits 1969-1997 production blocks. Fasteners not included.



HIGH-CAPACITY PERFORMANCE OIL PANS

Designed by Ford Performance for use on its crate engines, these oil pans are constructed to deliver power and durability.

Features include:

- Full-length scraper to direct oil away from the crankshaft
- Full-length bolt in louvered windage tray to control oil
- Baffling and trap doors in the sump to keep the pickup submerged
- during performance driving
- Semi-gloss black powdercoat finish
- Laser-cut and TIG welded in precision fixtures for consistent OEM-level fit

REAR SUMP

302 DEEP REAR SUMP OIL PAN

M-6675-DRS302

- 7 qt. capacity
- Rear sump depth is 9.1"; rear sump width is 8.7"; front sump depth is 6.7"
- Includes 3/8" NPT bung to mount an oil temperature sending unit
- Includes 3/8" NPT access hole to adjust oil pump spring pressure
- Fits standard 302 Windsor-block oil pan bolt pattern
- Designed to clear 4-bolt main cap Ford Performance BOSS 302 blocks
- Used on FPP M-6007-Z363RT Crate Engine
- Use M-6622-DRS302 Pickup

351 DEEP REAR SUMP OIL PAN

M-6675-DRS351

- 7 qt. capacity
- Rear sump depth is 9.1"; rear sump width is 8.7"; front sump depth is 6.7"
- Fits standard 351 Windsor-block oil pan bolt pattern
- Includes 3/8" NPT bung to mount an oil temperature sending unit
- Includes 3/8" NPT access hole to adjust oil pump spring pressure
- Used on FPP M-6007-Z427FRT and M-6007-Z427ART Crate Engines
- Use M-6622-DRS351 Pickup



M-6675-DRS351 shown

OIL PICKUP TUBES

M-6622-DRS302 Fits pan M-6675-DRS302

M-6622-DRS351 Fits pan M-6675-DRS351

- High-flow funnel-style pickup same as used on Mustang Cobra 4.6L 4V engines
- Thin wire screen delivers more than twice the flow area compared to many aftermarket pickup screens
- Thin wall 3/4" diameter tubing reduces vibration fatigue
- Quality built-in precision fixtures for a consistent OEM-level fit



M-6622-DRS351 shown

FRONT SUMP

302 FRONT T-SUMP RACING OIL PAN

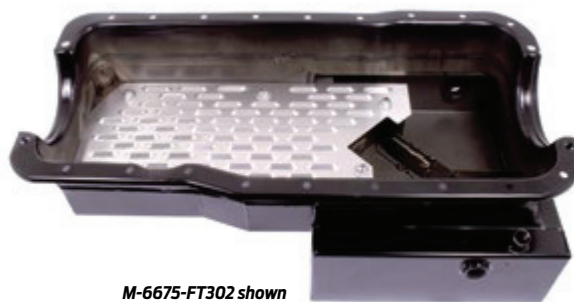
M-6675-FT302

- 7 qt. capacity
- Sump depth is 7.5"; T-sump width is 12.1"; T-sump length from the front of the pan is 10.6"
- Includes 3/8" NPT bung to mount an oil temperature sending unit
- Includes 3/8" NPT access hole to adjust oil pump spring pressure
- Fits standard 302 Windsor-block oil pan bolt pattern
- Designed to clear 4-bolt main cap Ford Performance BOSS 302 blocks
- Used on FPP M-6007-Z363FT Crate Engine
- Use M-6622-FT302 Pickup

351 FRONT T-SUMP RACING OIL PAN

M-6675-FT351

- 9 qt. capacity
- Sump depth is 8.1"; T-sump width is 12.15"; T-sump length from the front of the pan is 10.4"
- Includes 3/8" NPT bung to mount an oil temperature sending unit
- Includes 3/8" NPT access hole to adjust oil pump spring pressure
- Fits standard 351 Windsor-block oil pan bolt pattern
- Designed to clear 4-bolt main cap Ford Performance BOSS 351 blocks
- Used on FPP M-6007-Z427FFT Crate Engine
- Use M-6622-FT351 Pickup



M-6675-FT302 shown

OIL PICKUP TUBES

M-6622-FT302 Fits pan M-6675-FT302

M-6622-FT351 Fits pan M-6675-FT351

- High-flow funnel-style pickup same as used on Mustang Cobra 4.6L 4V engines
- Thin wire screen delivers more than twice the flow area compared to many aftermarket pickup screens
- Thin wall 3/4" diameter tubing reduces vibration fatigue
- Quality built-in precision fixtures for a consistent OEM-level fit



M-6622-FT302 shown

CASE OF FORD RACING HIGH-PERFORMANCE OIL FILTERS

SOLD AS CASE OF 12

- Synthetic-Polymer/Cellulose-Fiber blend media
- Heavy-gauge base and canister for higher burst strength and impulse fatigue resistance
- High-quality silicone anti-drain back valve
- Non-stick sealing gasket for ease of installation and removal
- Long life with standard and synthetic motor oils
- Up to 50% more filtering capacity than standard filters
- Improved filtering efficiency
- This technology is only available through Ford Performance Parts



Motorcraft® PART NUMBER	PERFORMANCE FILTER	PART NUMBER
FL1A	CM-6731-FL1A (Single)	M-6731-FL1A (Case of 12)
FL820S	CM-6731-FL820 (Single)	M-6731-FL820 (Case of 12)

NOTES: Check Ford Performance Distributors for single filter part numbers. FL820 can be used in many FL500 applications.

289-302 SB OIL PAN REINFORCEMENT RAILS

M-6674-302

Precision laser-cut steel rails help minimize the chance of oil pan leaks on 289-302 based small block Ford engines. These reinforcement rails are designed to be used with flat flange oil pans and M-6710-A50 One-Piece Silicone Rubber Oil Pan Gasket. These reinforcement rails are used on all Ford Performance 302-347-363 crate engines.

- Includes left and right 3/16" steel precision laser-cut reinforcement rails
- Fits original oil pan flange
- M-6710-A50 Oil Pan Gasket recommended
- Longer oil pan bolts are recommended



351W OIL PAN REINFORCEMENT RAILS

M-6674-351

Precision laser-cut steel rails help minimize the chance of oil pan leaks on 351W based small block Ford engines. These reinforcement rails are designed to be used with flat flange oil pans and M-6710-A351 One-Piece Silicone Rubber Oil Pan Gasket. These reinforcement rails are used on all Ford Performance 427-460 CID 351W based small block crate engines.

- Includes left and right 3/16" steel precision stamped laser-cut reinforcement rails
- Fits original oil pan flange
- M-6710-A351 Oil Pan Gasket recommended
- Longer oil pan bolts are recommended



PUSH ROD V8 90-DEGREE OIL FILTER ADAPTOR

M-6880-A50

- Adaptor screws into original oil filter location and rotates filter toward front of engine to provide clearance for engine swaps and chassis modifications
- Fits most Ford small and big block push rod engines that use Ford Racing CM-6731-FL1A or Motorcraft® FL-1A oil filter (filter sold separately)



ENGINE OIL DIPSTICK/TUBE

M-6750-C303

- Fits 1983-1993 5.0L Mustang
- Chrome-plated tube with bracket



FORD PERFORMANCE ENGINES

302/351W "X" HEAD ALUMINUM ASSEMBLED

M-6049-X306

Assembled head (64cc chamber)

M-6049-X307

Assembled head (58cc chamber)



NEW AND IMPROVED, NOW ASSEMBLED WITH BEEHIVE™ SPRINGS AND HARDWARE – THE FAST, EASY WAY TO BOLT ON 65 HORSEPOWER! TRUE BOLT-ON PERFORMANCE

- For use on 289/302/351 Windsor-style engines
- Intake flows approximately 240 cfm at .550" lift (at 28" of H2O)
- Exhaust flows approximately 170 cfm at .500" lift (at 28" of H2O)
- Machined for 1.94" intake and 1.54" exhaust valve diameters
- Ford Performance "X" heads use either GT-40 or aftermarket performance intake manifolds. Check your intake manifold for port match; not all intakes are compatible due to the tall high-flow ports. Does not fit M-9424-Z51/-Z51P
- Intake port volume 178cc, exhaust port volume 62cc
- High temperature exhaust valve seats. Bronze guides
- Designed for bolt-on rocker arms, machined for gasket seat spark plug. Compatible with some Ford Performance intakes, headers and valve train components
- High-quality original equipment style 356-T6 aluminum castings, machining and components
- Each aluminum head weighs approximately 22 lbs, approximately 25 lbs lighter than each production cast iron head
- These GT-40 style heads use AGSP-32C spark plugs
- Each head is leak-tested prior to assembly
- Assembled with M-6507-J302 Intake Valves, M-6505-G302 Exhaust Valves, PAC® 1219X Ovate Beehive™ Valve Springs. Closed spring pressure is 145 lbs @ 1.800", 358 lbs @ 1.175". Compatible with all Ford Performance roller camshafts and aftermarket hydraulic roller camshafts up to .600 lift
- Feature 10-degree locks, steel valve spring retainers and stock valve seals
- Designed to be used on M-6010-BOSS302, M-6010-B302BB, M-6010-BOSS35195, M-6010-BOSS35192 and M-6010-BOSS351BB Ford Performance BOSS Blocks. M-6065-BOSS Head Bolts, or M-6014-BOSS Head Stud Kit and M-6051-CP331/S331 Head Gasket, or M-6051-R351 Big Bore Application recommended
- Must use M-6065-D289 Head Bolt Kit to install cylinder heads on 289/302 production blocks or head bolt and M-6051-A50 Head Gasket Kit
- Designed for M-6564-B351 Bolt-Down Rocker Arms for a 1.6 ratio. Use M-6564-A50 for a 1.7 ratio. Check rocker arm clearance to valve springs with production rocker arms
- Uses Fel-Pro® exhaust gasket 1415

NOTE: Will not fit 1986 5.0L with flat-top pistons unless pistons are notched for valve relief.

Z2 289/302/351W ALUMINUM HEAD

M-6049-Z2



- Fits 289/302/351 Windsor engines
- Cast from prime aluminum
- Heads retain Ford OEM intake and exhaust port location and flange
- Intake ports feature a unique "velocity vane" in port floor to direct airflow around the valve stem – that leads to more hp and torque throughout the full power range
- 20° inline valve angle
- Premium stainless steel valves – 2.05" intake, 1.60" exhaust
- PAC 1219X conical-style valve springs with machined retainers and 10° machined valve locks. Most hydraulic cams can be used with these springs
 - Valve spring closed pressure – 145 lbs @ 1.800"
 - Valve spring open pressure – 358 lbs @ 1.175"
 - Coil bind @ 1.100", 0.650" max lift
- Includes laser-cut guide plates for use with 5/16" push rods and 7/16" rocker studs
- Steel alloy intake and exhaust valve seats
- Manganese-bronze valve guides
- 63cc combustion chamber
- Accepts both tapered seat and gasket-style 14 mm spark plugs (Motorcraft® AGSP-32-PP, Autolite® 3924, 3925)
- Uses standard roller rocker – M-6564-K351 recommended
- Check piston-to-valve clearance including radial valve clearance before installing these cylinder heads on your engine
- Uses M-9439-A50 Intake Gasket and Fel-Pro® exhaust gasket part number 1487



INTAKE VALVE — SINGLE GROOVE (SOLD INDIVIDUALLY)

PART NUMBER	APPLICATION	HEAD DIAMETER	TIP LENGTH	TOTAL LENGTH	STEM DIAMETER	GROOVE TYPE	VALVE WEIGHT	DESCRIPTION
M-6507-J302	GT-40 Aluminum Head M-6049-Y302/Y303/X302/ X303/X304/X305/X306/X307	1.940"	.383"	5.078"	11/32"	Square cut	113.2 grams	Premium stainless steel, swirl polished, under-cut stem.

EXHAUST VALVE — SINGLE GROOVE (SOLD INDIVIDUALLY)

PART NUMBER	APPLICATION	HEAD DIAMETER	TIP LENGTH	TOTAL LENGTH	STEM DIAMETER	GROOVE TYPE	VALVE WEIGHT	DESCRIPTION
M-6505-G302	GT-40 Iron Head M-6049-L302/303 Ford Performance Aluminum Head	1.540"	.383"	5.078"	11/32"	Square cut	120 grams	Premium stainless steel, swirl polished, under-cut stem.



BRONZE VALVE GUIDE KIT

M-6510-XRBVG

- Sold in sets of four
- Replacement bronze valve guides for the M-6049-Y302/Y303/X302/X303/X304/X305/X306/X307 Heads
- .557" outside diameter
- Inside diameter designed for 11/32 valves, HONING REQUIRED



VALVE STEM SEALS POSITIVE-TYPE, GUIDE-MOUNTED SEAL

PART NUMBER	TYPE	APPLICATION NOTES	PACKAGING
M-6571-A50	Rubber ^①	GT-40 cylinder heads. No machining required.	Pkg. of 8 intake and 8 exhaust seals.

NOTES: Guides must be machined to .530" diameter.
^① Fits most production .550"-.570" diameter guides.



FORD PERFORMANCE ENGINES

302/351W "Z" HEAD ALUMINUM – ASSEMBLED 63CC



- M-6049-Z304DA** Assembled head
- M-6049-Z304D** Bare head
- M-6049-Z304DA7** Assembled head w/7 mm valves
- M-6049-Z304D7** Bare head w/7 mm valves
- M-6049-Z304P** CNC-ported head

- Fits 302/351 Windsor engines
- Cast from prime A356 T6 aluminum
- Heads are cast with high-flow ports
- 20 degree inline valves
- Premium stainless steel 2.02" M-6507-A304 Intake and 1.60" M-6505-B304 Exhaust Valves
- Uses PAC® 1219X Ovale Beehive™ valve springs with machined retainers and machined valve locks. Most hydraulic cams can be used with these springs
 - Valve spring closed pressure – 145 lbs @ 1.800"
 - Valve spring open pressure – 358 lbs @ 1.175"

- Includes M-6566-Z304D Laser-Cut Guide Plates for use with 5/16" push rods and 7/16" rocker studs
- Steel alloy intake and exhaust valve seats
- Manganese-bronze valve guides
- 63cc CNC'd combustion chamber
- Intake port volume as cast: 204cc
- Exhaust port volume as cast: 85cc
- Accepts both tapered seat and gasket-style 14 mm spark plugs (Motorcraft® AGSP-32-PP, Autolite® 3924, 3925)
- Requires M-6564-F351 1.65:1 or M-6564-G351C 1.5:1 ratio Roller Rocker Arms with .150" offset intake push rod cup (not included)
- Raised exhaust port exit, custom headers may be required
- M-9439-A50 Ford Performance Intake Manifold Gasket recommended
- Uses Fel-Pro® exhaust gasket part number 1487
- Fel-Pro® VS13264T valve cover gasket recommended
- Check piston-to-valve clearance including radial valve clearance before installing these cylinder heads on your engine



VALVE PUSH ROD GUIDE PLATE (SOLD IN PKG. OF EIGHT)

Use with mechanical cams, threaded stud, adjustable (non-rail) rocker arms and hardened push rods. May require modification for use with roller rocker arms.

PART NUMBER	CYLINDER HEAD	PUSH ROD DIAMETER
M-6566-Z304D	M-6049-Z304D/Z304DA	.3125"



INTAKE VALVES – SINGLE GROOVE (SOLD INDIVIDUALLY)

PART NUMBER	APPLICATION	HEAD DIAMETER	TIP LENGTH	TOTAL LENGTH	STEM DIAMETER	GROOVE TYPE	VALVE WEIGHT	DESCRIPTION
M-6507-A304	M-6049-Z304/ Z304D/Z304DA	2.020"	.290"	5.340"	11/32"	Square cut	122 grams	Premium stainless steel and swirl polished.
M-6507-D3047	M-6049-Z304/ Z304DA7	2.020"	.325"	5.340"	7 mm	Bead lock	103 grams	Premium stainless steel and swirl polished.



EXHAUST VALVES – SINGLE GROOVE (SOLD INDIVIDUALLY)

PART NUMBER	APPLICATION	HEAD DIAMETER	TIP LENGTH	TOTAL LENGTH	STEM DIAMETER	GROOVE TYPE	VALVE WEIGHT	DESCRIPTION
M-6505-B304	M-6049-Z304D/ Z304DA	1.600"	.290"	5.365"	11/32"	Square cut	120 grams	Premium stainless steel and swirl polished.
M-6505-D3047	M-6049-Z304DA7	1.600"	.340"	5.365"	7 mm	Bead lock	95.4 grams	Premium stainless steel and swirl polished.



N351 FORD PERFORMANCE "SPORTSMAN" SHORT TRACK CAST IRON CYLINDER HEAD M-6049-N351

The N351 Sportsman cylinder head has been retooled and is now in stock and ready to ship. Designed for Ford engines in NASCAR® late model stock cars, IMCA®, WISSOTA®, UARA® and most other stock car sanctioning groups on 351W engines. Developed by Ford Performance with the help of Robert Yates.

- Bare head (64cc chamber)
- For use in NASCAR® late model stock, WISSOTA®, IMCA®, DIRT® and most other stock car sanctioning groups on 351W engines
- Machined for 2.02" intake and 1.60" exhaust valve diameters
- Intake and exhaust valves have been moved .070" to un-shroud the intake valve
- Valve angle changed from 20 degrees to 10 degrees to further improve air flow
- Intake port volume 200cc, exhaust port volume 82cc (+/- 2cc nominal)
- Thick deck and reinforced structure for improved

sealing, increased section thickness in critical areas and webbed rocker bosses for improved strength

- This head can be milled flat up to .150", which will yield approximately a 42cc combustion chamber volume
- Designed for stud mount rocker arms. Compatible with stock and M-9424-N302 Ford Performance Intake
- These heads use .708" reach taper seat spark plugs

INSTALLATION NOTES

- Uses Fel-Pro® exhaust gasket part number 1427
- Requires M-6564-F351 Roller Rocker Arms with .150" offset intake push rod cup (not included)
- Requires M-6566-N351 Push Rod Guide Plate
- Unique header flange required
- Check head bolt length, may require non-stock length head bolt



N-351 PUSH ROD GUIDE PLATE M-6566-N351



Specifically designed by Ford Performance for the N351 Sportsman Short Track cast iron cylinder head, these guide plates are for use with a 3/8" push rod.

- Made from hardened laser-cut steel – .125" thick
- For use with 3/8" push rods
- Rocker stud center line is 1.850"
- Push rod center line is 1.980"
- Designed for use with roller rocker – intake rocker is .150" offset
- Black oxide finish



VALVE PUSH ROD GUIDE PLATE (SOLD IN PKG. OF EIGHT)



Use with mechanical cams, threaded stud, adjustable (non-rail) rocker arms and hardened push rods. May require modification for use with roller rocker arms.

PART NUMBER	CYLINDER HEAD	PUSH ROD DIAMETER
M-6566-D311	289/302/351W	.3125"



VALVE ROCKER ARM STUDS (SOLD IN PKG. OF 16)

Requires head to be tapped for threaded rocker arm stud.

PART NUMBER	APPLICATION	DESCRIPTION
M-6527-C311	302 BOSS/351C BOSS, 429/460 Wedge	7/16" dia. shoulder with 7/16" dia. threads. Mounting length is 1.850". For use with stud girdles.



VALVE SPRING RETAINERS (SOLD IN PKG. OF 16)

PART NUMBER	APPLICATION VALVE	SPRING	DESCRIPTION	SPRING O.D.	RETAINER O.D.	STEP DIMENSIONS 1ST STEP	2ND STEP
M-6514-A50	Single lock groove. 11/32" dia. stem.	M-6513-A50 M-6513-B351 M-6049-N351 and all GT-40 ①②	7° machined steel	1.500"	1.375"	1.060"	.675"

NOTES: ① Use of M-6514-B50 Retainers on 1979-1995 production valves of 5.0L (302) HO and production GT-40 engines eliminates exhaust rotators and will result in 1.800" intake and exhaust spring "installed height." ② With Ford Performance stainless steel valves.



VALVE SPRING KEEPERS (SOLD IN ENGINE SET PKG. OF 16 PAIR)

PART NUMBER	TYPE AND USAGE RECOMMENDATIONS
M-6518-B351	Machined and hardened. 7° design with single lock groove. For all-out competition and use with titanium valves.



FORD PERFORMANCE ENGINES

FORD PERFORMANCE CAMSHAFTS

The Ford Performance Camshaft Specification chart below describes individual cams currently available from Ford Performance.

SMALL BLOCK V8 HYDRAULIC ROLLER TAPPET CAMSHAFTS

PART NUMBER	ENGINE	ROCKER RATIO	INTAKE EVENTS (.050")		EXHAUST EVENTS (.050")		DURATION (SAE)		LIFT (INCHES)		LOBE CENTER	
			OPEN	CLOSE	OPEN	CLOSE	INT.	EXH.	LOBE	VALVE	INT.	EXH.
M-6250-B303 ① ② ③ ⑤	1985 and later 302 roller cam	1.60	5° BTC	39° ABC	49° BBC	5° BTC	284°	284°	.300 I	.480 I	107°	117°
							224°	224°	.300 E	.480 E		
M-6250-E303 ① ② ③ ⑤	1985 and later 302 roller cam	1.60	0° BTC	40° ABC	40° BBC	0° BTC	282°	282°	.311 I	.498 I	110°	110°
							220°	220°	.311 E	.498 E		
M-6250-F303 ① ② ③ ④ ⑤ ⑥	1985 and later 302 roller cam	1.60	4° BTC	42° ABC	52° BBC	6° BTC	288°	288°	.320 I	.512 I	109°	119°
							226°	226°	.320 E	.512 E		
M-6250-X303 ① ② ③ ④ ⑤ ⑦	1985 and later 302 roller cam	1.60	5° BTC	39° ABC	49° BBC	5° BTC	286°	286°	.339 I	.542 I	107°	117°
							224°	224°	.339 E	.542 E		



The legendary B303 cam developed by Ford Performance for the 5.0L Fox body Mustang. This cam provides a noticeable power improvement and lumpy idle while maintaining good drivability with a manual transmission. Works well with carburetors or mass air fuel injection.

- Fits 1985 and later 302 roller cam blocks
- Will also fit 1963-1984 non-roller cam 289-302 blocks when used with M-6500-T58 Hydraulic Roller Lifters
- Will also fit 1994-1997 351W blocks with factory roller cam
- Will also fit 1969-1993 non-roller cam 351W blocks when used with M-6500-T58 Hydraulic Roller Lifters
- Requires upgraded valve springs. For stock cylinder head applications use M-6513-A50 Valve Springs installed at 1.820". For aftermarket cylinder heads, M-6513-BH recommended
- Valve spring requirements: 120 lbs valve seat pressure minimum 295 lbs open
- On EFI engines, performance camshafts work only with mass air induction systems. Will not work with Explorer EEC-V EFI or speed density EFI systems
- Also fits 1994-1997 351W with factory roller cam when used with mass air EFI
- Stock 5.0L HO cam advertised specs are 266°/266° duration, .444"/.444" lift
- Higher stall torque converter recommended for automatic transmission

NOTE:

Camshaft intake and exhaust valve events are measured at .050" tappet lift. The duration figures in the shaded area are taken at .050" tappet lift. This is useful to check the cam with a degree wheel during installation. The solid color is advertised duration. For comparison purposes, add intake and exhaust lobe centers and divide by 2 to calculate "camshaft center line" specification for Ford Performance camshafts.

NOTES:

- ① On EFI engines, performance camshafts work only with mass air induction systems. Will not work with Explorer EEC-V EFI.
- ② Also fits 1994-1997 351W with factory roller cam when used with mass air EFI.
- ③ Stock 5.0L HO cam advertised specs are 266°/266° duration, .444"/.444" lift.
- ④ May require piston modification for piston-to-valve clearance. Valve clearance should be checked.
- ⑤ High-stall torque converter recommended for automatic transmission.
- ⑥ Great for superchargers. Manual transmission recommended.
- ⑦ Good torque and power up to 6200 rpm. Manual transmission recommended.

BILLET STEEL HYDRAULIC ROLLER CAMSHAFT

M-6250-C580T

The C580T cam was developed by Ford Performance for the Z363 and X427 crate engines. It's a dual pattern cam with a strong lumpy idle that makes good power from 3000 through 6500 rpm. This is a true street-strip cam and works best with a manual transmission or higher stall speed torque converter and high numerical rear end gears. Works well with carburetors or mass air fuel injection.

- Billet steel hydraulic roller camshaft
- Camshaft lift: .580"/.602" with 1.65:1 rocker ratio - .563"/.584" with 1.6:1 rocker ratio
- Camshaft duration (@.050"): 232 degree/240 degree



- 112-degree lobe separation and 107 degree intake valve center line
- M-6500-R302H Ford Performance High-Performance Hydraulic Roller Lifters are recommended in factory roller cam blocks
- Manual transmission or higher stall torque converter (3000 rpm) recommended for automatic transmission
- Fits 1985-2000 302, 1994-1997 351W roller cam blocks, Ford Performance BOSS 302 and BOSS 351 race blocks
- Will also fit non-roller cam 289, 302 and 351W blocks when used with tie-bar aftermarket hydraulic roller lifters
- Requires upgraded valve springs
- Check valve-to-piston clearance

HYDRAULIC ROLLER CAM LIFTERS M-6500-R302

- Direct replacement for 302-351W production small block hydraulic roller lifter applications
- Use M-6500-R302H High-Performance Roller Cam Lifters for higher rpm and severe duty applications
- Uses production dog-bone type tie bars and retainer plate components included in M-6253-A50 Roller Cam Conversion Kit
- Sold in a set of 16 lifters



Hydraulic Roller Lifter
M-6500-R302 shown

HIGH-PERFORMANCE HYDRAULIC ROLLER CAM LIFTERS M-6500-R302H

It's not often that little changes can deliver big results – but in the case of the Ford Performance R302H Lifter, that's exactly the case.

Before getting into the technical details of the lifter, here's the background on why and how this special lifter was developed by the engineers at Ford Performance. Circle track racers that use the production hydraulic roller lifter in 347 crate engines reported that their engine seemed to lose power during long green flag runs. Dyno testing by Ford Performance engineers confirmed that – and showed a dramatic performance fall off over 6000 rpm with hot oil temperatures. The problem was traced to the piddle valve check ball, which would become unseated at high rpm when the oil got hot. The fix was a lighter weight ceramic piddle valve check ball combined with a higher rate piddle valve spring to keep it seated. The results of these two small changes were impressive – and noticeable by the racers. The power range was extended 300-400 rpm in hot operating conditions – and more importantly, the performance fall off on those long runs was gone.

This unique lifter construction for a drop-in hydraulic roller lifter is an exclusive from Ford Performance and fits any small block Ford roller cam application. While the R302H was developed specifically for racing conditions, it's the right choice when assembling a high-performance small block that uses a hydraulic roller camshaft.

- High-performance hydraulic roller tappet recommended for performance and racing applications
- Modified OEM lifter features ceramic check ball and higher rate piddle valve spring to improve performance at higher rpms and higher oil temperatures
- Ford Performance dyno tests have shown 300-400 rpm increase in rpm range over stock OEM type hydraulic roller lifter in Ford Performance sealed crate engines
- Direct replacement for the OEM small block hydraulic roller lifter applications
- Uses OEM dog-bone type tie bars and retainer plate components included in M-6253-A50 Roller Cam Conversion Kit
- Sold in a set of 16 lifters

PART NUMBER	APPLICATION	TYPE/DESCRIPTION
M-6500-R302	All Roller Small Block	Hydraulic roller tappet OEM replacement
M-6500-R302H	All Roller Small Block	High-performance hydraulic roller tappet recommended for performance and racing applications. Direct OEM lifter size replacement

HIGH-PERFORMANCE TOOL STEEL LIFTER PUSH ROD CUP M-6500-R302HLC

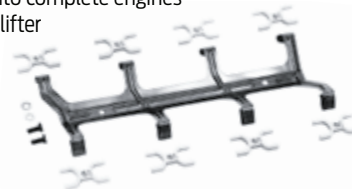


- Tool steel push rod cup for the M-6500-R302 or M-6500-R302H Hydraulic Roller Lifter
- Intended for high-rpm and competition use
- Set of 16 cups

ROLLER CAM CONVERSION KIT M-6253-A50



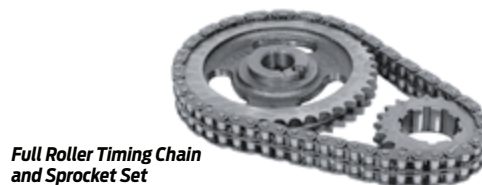
- Fits 1985-2001 302, 1994-1997 351W
- Fits Ford Performance BOSS 302 and BOSS 351 blocks
- This kit is designed to help engine builders assemble Ford Performance BOSS blocks into complete engines
- Kit includes eight hydraulic roller lifter powdered metal tie bars, one retainer plate and two bolts
- Not for use in production non-roller cam block



TIMING CHAIN AND SPROCKET SETS



The crank sprocket has 2-degree increments for timing adjustment of up to 8 degrees retarded, 8 degrees advanced or straight-up (no advance or retard). Chain is rugged, double-row type with oversized .250" rollers that deliver long life and reliability.



Full Roller Timing Chain and Sprocket Set

PART NUMBER	APPLICATION	DESCRIPTION
M-6268-A302	289/302/351W	Full roller chain with 9-position multi-index crank sprocket. Includes M-6269-A302 Thrust Plate and 1" camshaft dowel pin. Cam sprocket is made from cast iron. Crank sprocket is made from induction-hardened, billet steel. Compatible with one-piece M-6287-B302 Fuel Pump Eccentric. Depending on camshaft manufacturer and application, other dowel pin length may be required. Not compatible with two-piece fuel pump eccentric.
M-6268-B302	289/302/351W	Same as M-6268-A302, except cam sprocket is made from steel for maximum competition engines. Use with M-6269-A351 Hardened Thrust Plate.
M-6268-A351	351C/351M/400	Full roller chain with 9-position multi-index crank sprocket.
M-6287-B302	289/302/351W	Eccentric for M-6268-B302 and A302 Kits – mechanical fuel pump drive, with 3/8" bolt.
M-6287-C302	289/302/351W	Eccentric for M-6268-B302 and A302 Kits – mechanical fuel pump drive, with 7/16" bolt.

FORD PERFORMANCE ENGINES







Stud-Mounted Type



Bolt-On Type



ROLLER ROCKER ARM

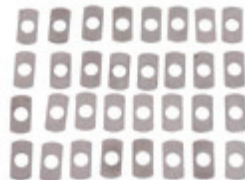
PART NUMBER PACKAGE OF 16	APPLICATIONS	DESCRIPTION			NOTES
		RATIO	MOUNTING	VALVE TYPE	
M-6564-A50 ① 	302/351W – 1978 and later with production heads. Cast iron and aluminum GT-40 heads	1.70:1	Bolt On	Inline	For stock production cast iron cylinder heads with hydraulic non-adjustable valve train. Does not require guide plates, hardened push rods or pedestal machining. Includes pedestal inserts and bolts.
M-6564-B351 ①② 	302/351W – 1978 and later with production heads. Cast iron and aluminum GT-40 heads	1.60:1	Bolt On	Inline	For stock production cast iron cylinder heads with hydraulic non-adjustable valve train. Does not require guide plates, hardened push rods or pedestal machining. Includes pedestal inserts and bolts.
M-6564-F351 	M-6049-N351/N352 "Sportsman" Head	1.65:1	Stud	Inline	7/16" stud mount intake rocker with .150" offset push rod cup (pkg. of 16).
M-6564-K351 	M-6049-Z304 289/302/351 Ford Performance Aluminum Cylinder Head	1.60:1	Stud	Inline	Requires 7/16" stud, push rod guide plates and hardened push rods. Cast iron cylinder heads require pedestal machining.

NOTES: ① The M-6564-B351 and A50 Bolt-On Roller Rocker Arms will not clear the stamped rocker cover on standard 5.0L EFI engines. "Taller" valve covers, such as the production 5.0L EFI HO die-cast aluminum cover can be used if the baffle is modified in the RH cover. The M-6582-E302, M-6582-LE302BK, M-6582-LE302BL and M-6582-LE302C Aluminum Covers will clear all rocker arms and stud girdles, but will not fit under the EFI manifold unless a M-9486-A53 1" Spacer is used between the upper and lower sections of the intake.
② Rocker channels not included.

VALVE ROCKER ARM PEDESTAL SHIM KIT

M-6529-A302

- Fits 302 and 351 pedestal style cylinder heads like Ford Performance M-6049-X306 and M-6049-X307
- Use with M-6564-A50, M-6564-B351 and C351 Bolt-On Roller Rocker Arms to obtain correct lifter pre-load
- Shim kit includes 16 thin and 16 thick shims, which can be used to reduce lifter pre-load by .030" (thin shim), .060" (thick shim) or .090" (thin plus thick shim)




ROCKER CHANNEL KIT

M-6588-A50

- Fits 5.0L/5.8L production heads and GT-40 heads
- For production stamped steel and Ford Performance bolt-on roller rockers
- Ties two rocker arms together for proper alignment



VALVE PUSH RODS (PACKAGE OF 16)

PART NUMBER	YEAR	ENGINE	DESCRIPTION	DIAMETER	GAUGE LENGTH	TYPE
M-6565-L302 	1985.5-1996	5.0L	Hydraulic roller tappet stamped steel and most roller rockers ①	.312"	6.272"	Ball and Ball

NOTES: ① Production style not for use with guide plate.

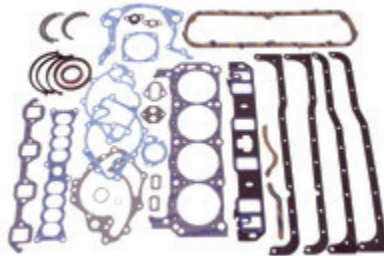


HI-PERFORMANCE ENGINE GASKET SET

M-6003-A50

- Fits 289/302/351W (1963-2001)
- Manufactured to Ford specs by Fel-Pro®.
- Kit includes production style graphite head gaskets and Print-O-Seal® intake gasket
- Includes four-piece oil pan gasket and valve cover gaskets
- Also includes front and rear oil seals plus most gaskets for a complete rebuild

NOTE: Does not include one-piece rear main for 351W, use M-6701-B351. Head gaskets not for use with Ford Performance BOSS blocks. Intake gaskets fit base production heads only.



302/351W ONE-PIECE REAR MAIN OIL SEALS

M-6701-B302 302 one-piece rear main oil seal

- Direct replacement one-piece crankshaft rear main seal for 1983-2001 5.0L/302 blocks
- Also fits Ford Performance M-6010-BOSS302 and M-6010-B302BB Block

M-6701-B351 351W one-piece rear main oil seal

- High-temperature resistant material
- Direct replacement one-piece crankshaft rear main seal for 351W from 7/11/83 - 1997
- Use on Ford Performance 351W blocks manufactured after 6/1/93
- Also fits Ford Performance M-6010-BOSS35192, M-6010-B35192BB, M-6010-BOSS35195 and M-6010-BOSS351BB Block



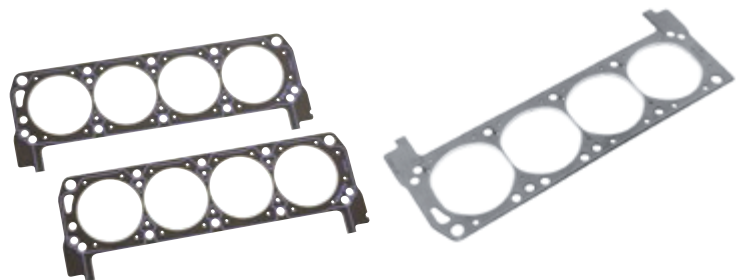
CYLINDER HEAD GASKETS (SOLD IN PAIRS)



PART NUMBER	CYLINDER BORE APPLICATION	BORE DIAMETER	GASKET DIAMETER	COMPRESSED THICKNESS	COMPRESSED VOLUME	DESCRIPTION
M-6051-C51 ①	302/351	4.00"	4.100"	.040"	8.8cc	4.00" standard bore expanded graphite gasket for high-performance applications. Requires torque-to-yield cylinder head bolts.
M-6051-D50 ①	302	4.100"	4.100"	.045"	9.7cc	Fits push rod 302 Ford production engines. Features two expanded graphite head gaskets. Includes nine short head bolts, 10 long head bolts and one short head bolt with stud. Recommended for high-performance applications when using a stock block.
M-6051-A302 ①	289/302/351W Production-Type Cast Iron and Aluminum Heads	4.00"	4.100"	.042"	9.1cc	4.00" standard bore "competition" gasket for cast iron or aluminum cylinder heads on 302 and 351W production blocks. Features solid metallic core with wire encased combustion chamber seal for applications. Surfaces are Teflon® coated.
M-6051-S331 ①	302/351	4.00"	4.100"	.040"	8.8cc	Pre-flattened steel wire combustion ring. Exhaust side is straight to accommodate FPP block water passages.
M-6051-CP331 ①	302/351	4.00"	4.100"	.040"	8.8cc	Pre-flattened copper wire combustion ring. Exhaust side is straight to accommodate FPP block water passages.
M-6051-B341 ①	Big Bore 351 Ford Performance Blocks	4.125"	4.160"	.040"	9.1cc	4.125" overbore "competition" gasket. Same as M-6051-D331 Gasket except designed for Ford Performance blocks with larger 4.125" overbore. Bore flange valve pockets have been added to unshroud intake and exhaust valves. Set includes unique right- and left-hand gaskets!
M-6051-R351 ①	302/351 Ford Performance	Up to 4.125"	4.160"	.040"	9.0cc	For use on M-6010-R351/R352/R451/R452/BOSS302/B302BB/BOSS35195/BOSS35192/BOSS351BB.

NOTES:

- ① Several different water hole patterns have been used on 302 and 351W Ford Performance cylinder blocks and heads since their introduction. Engine assemblers should lay the head gasket on the block and the cylinder head (with front of gasket toward the front of the engine) to make sure there is a path for coolant flow from the block into the head. In some cases, holes may have to be drilled in the block or head, or punched in the gasket.



FORD PERFORMANCE ENGINES

ONE-PIECE RUBBER OIL PAN GASKETS

M-6710-A50

- Fits 1963-2001 289/302
- Designed for use with smooth rail oil pans. Recommended for M-6675-DRS302, M-6675-FT302 and M-6675-A50 Oil Pans
- One-piece design, rubber bonded on steel reinforcement



M-6710-A351

- Fits 1969-1997 351W/5.8L
- Designed for use with smooth rail oil pans. Recommended for M-6675-DRS351, M-6675-FT351 and M-6675-A58
- One-piece design, rubber bonded on steel reinforcement



GRAPHITE INTAKE GASKET FOR STD PORT 302/351W

M-9439-G50

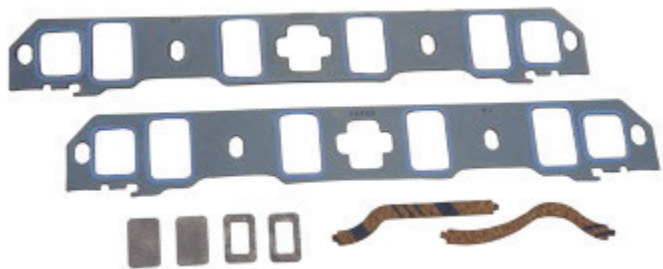
- Graphite intake gasket for standard 302 and 351W intake port openings
- Fits all production heads with rectangle water openings and GT-40 cast iron heads



302/351W INTAKE MANIFOLD GASKET

M-9439-A50

- Fits Ford Performance small block "X" and "Z" aluminum cylinder heads except M-6049-Z304P. Fits Ford Performance small block N cast iron cylinder heads
- Sold in engine set
- Synthetic rubber Print-O-Seal® (Fel-Pro® Inc.) bead around ports provides improved sealing
- Designed for improved port location and allows mild porting
- Non-stick coating, steel reinforced
- Gasket thickness .065"



PORTED "Z" CYLINDER HEAD INTAKE MANIFOLD GASKET

M-9439-ZP

- Intake gasket is designed to fit M-6049-Z304P Ford Performance Ported 302-351W High-Flow "Z" Cylinder Heads
- Fits most single plane intake manifolds, but needs to be checked for port alignment and for adequate sealing surface



EXHAUST MANIFOLD GASKET RACE QUALITY (SOLD IN PAIRS)

PART NUMBER

M-9448-B302

CYLINDER HEAD APPLICATION

Production 289/302/351W

NOTE: Header flanges available from Hedman® headers. Contact local distributor.



VALVE ROCKER ARM COVER GASKET (SOLD IN PAIRS)

PART NUMBER

M-6584-A50

APPLICATION
289/302/351W

DESCRIPTION/NOTES

Production-type design featuring metal gasket with bonded O-ring. Part of M-6051-D50 High-Performance 5.0L Gasket Kit. Designed for valve covers without a gasket lip. (Does not fit M-6049-Z304DA Cylinder Heads and M-6582-BOSS/BOSSP/BOSS302/W427B/W427P Valve Covers. For these applications, Fel-Pro® VS 13264T recommended.)



289/302 DUAL PLANE INTAKE MANIFOLD

M-9424-F302

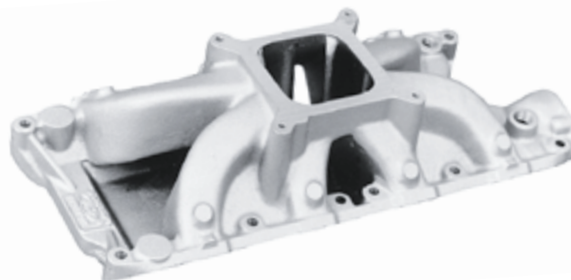
- For use with 8.206" deck height block and inline valve heads
- 4.375" at the front of the carburetor pad, 5.250" at the rear
- Dual plane intake
- 1500-6000 rpm range
- For use with any mid-rpm small block application, great for street cars and mild race engines
- Excellent fuel distribution
- Does not fit "Z" or the GT-40 "X" heads



289/302 SINGLE PLANE VICTOR JR.® INTAKE MANIFOLD

M-9424-D302

- For use with 8.206" deck height block and inline valve heads
- 5.35" at the front of the carburetor pad, 5.42" at the rear
- Single plane "Victor Jr.®" style intake 3500-8000 rpm range
- For use with any high-rpm small block application



EFI HEAT SPACERS

- New and improved quality, made in the USA
- CNC-machined from Westinghouse® Type C phenolic material. Fits between the upper and lower manifolds to help dissipate heat and significantly increase performance



M-9486-A51 .5" Stock 5.0L Intake

Includes four each of a 2" long 5/16 x 18 bolt and flat washer, and two each of a 6-5/16" long 5/16 x 18 bolt and flat washer, for 1986-1993 5.0L intake.

M-9486-A52 .5" Cobra Intake

Includes two each, 1-3/16" 5/16 x 18 bolts, two each 5-7/16" 5/16 x 18 bolts, and two each 6" 5/16 x 18 bolts, for Ford Performance Cobra intake manifold.

M-9486-A53 1" Cobra Intake

Includes longer bolts for Ford Performance Cobra intake manifold. Four each, 7-1/4" 5/16 x 18 bolts, and two each 2-3/4" 5/16 x 18 bolts, with flat washers.

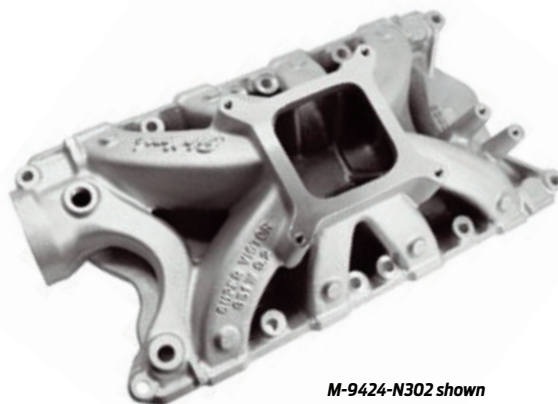


SUPER VICTOR® INTAKE MANIFOLDS FOR N351 CYLINDER HEADS

M-9424-N302 8.2" deck 302 block

M-9424-N351 9.2" deck 351 block

- Developed in conjunction with Edelbrock® to optimize the runner orientation and alignment for the M-6049-N351 Cast Iron Cylinder Head
- This special intake casting eliminates the need for welding and other expensive modifications to maximize the power levels of engines using the N351 head
- Port matching is recommended



M-9424-N302 shown

EFI UPPER-TO-LOWER INTAKE MANIFOLD GASKET

M-9486-A50

- Production style GT-40 upper-to-lower intake gasket
- Sold in package of five



FORD PERFORMANCE ENGINES

302/351W MAXIMUM-FLOW ALUMINUM WATER PUMP

M-8501-F351

- Standard rotation water pump for 1970-1978 5.0L and 1970-1987 351W engines
- Features premium quality aluminum casting, HD 3/4" ball/roller bearing, CNC-machined curved vane impeller and billet steel hub
- Driver-side water inlet
- Provides maximum flow, maximum pressure and equal distribution to both sides of the block



302/351W REVERSE ROTATION WATER PUMP

M-8501-C50

- Fits 1986-1993 302/351W engines
- Reverse rotation serpentine belt aluminum water pump
- Standard shaft and bearing with stamped impeller
- Stock flow replacement water pump
- Provides good flow and pressure for engines that operate below 6000 rpm
- Can be used on 1979-1985 Mustang with minor modifications
- Can be used with M-6059-D351 Timing Chain Cover or most stock reverse rotation timing chain covers
- For standard rotation V-belt applications, use M-8501-G351



289/302/351W SHORT SERPENTINE BELT WATER PUMP KIT

M-8501-A50

- Fits 289/302/351W small block Ford engines
- Approximately 1.75" shorter than old-style pumps
- Serpentine belt, reverse rotation water pump
- Engine overall length from front of water pump to back of block is 27"
- Kit includes special timing chain cover with short water pump and gaskets. Driver-side radiator hose inlet
- Meets OEM specifications for water flow
- Original equipment on 1994-1995 Mustang GT
- No fuel pump mounting boss or provision for dipstick assembly, must use electric fuel pump



90-DEGREE THERMOSTAT HOUSING

M-8592-M90

- Fits 302/351W engines
- Die-cast aluminum 90-degree thermostat housing
- Radiator hose is 1-1/2" and bypass hose is 3/4"
- Used in Fox body 1979-1995 Mustang
- Same as discontinued Ford Service number FOZZ-8592-B
- Made in USA



SHORT SERPENTINE BELT WATER PUMP

M-8501-D50

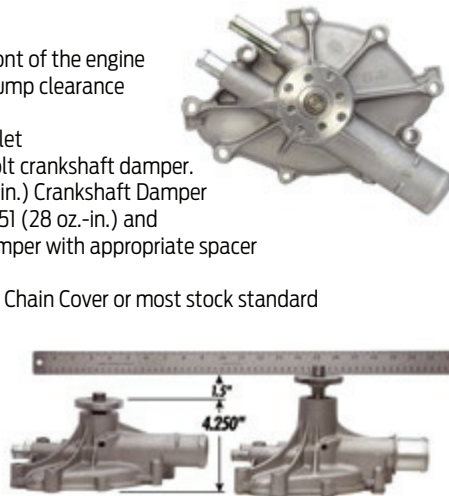
- Same water pump used in M-8501-A50 Short Serpentine Water Pump Kit
- Direct replacement for 1994-1995 Mustang 5.0L/302
- Can be used with the Explorer timing chain cover



302/351W STREET ROD SHORT V-BELT WATER PUMP

M-8501-E351S

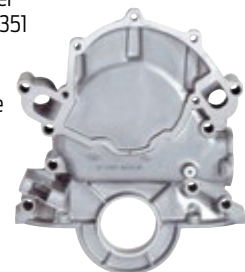
- Fits 302/351W engines
- Provides approx. 1.5" of space at the front of the engine allowing for more radiator-to-water-pump clearance without a recessed fire wall
- Driver-side (left-hand) radiator hose inlet
- Must use with long-style (3.950") 4-bolt crankshaft damper. Can be used with M-6316-M50 (50 oz.-in.) Crankshaft Damper or M-6316-A50 (50 oz.-in.), M-6316-C351 (28 oz.-in.) and M-6316-D351 (0 oz.-in.) Crankshaft Damper with appropriate spacer
- .750" pulley pilot shaft
- Can be used with M-6059-D351 Timing Chain Cover or most stock standard rotation timing chain covers
- Requires custom pulleys (not included)



289/302/351W FRONT TIMING CHAIN COVER

M-6059-D351

- High-quality die-cast aluminum production timing chain cover made in the USA!
- Fits 289/302/351W blocks including Ford Performance BOSS 302 and Ford Performance BOSS 351
- For standard rotation water pump including M-8501-G351 or M-8501-C50 Reverse Rotation Water Pump
- Includes dipstick tube hole for front sump oil pan and fuel pump mounting boss



1965-1969 MUSTANG BILLET SINGLE-GROOVE PULLEY SET



M-8509-CM

- Fits 1965-1969 Mustang with 289/302/351W
- 3-bolt crank pulley
- Single-groove crank pulley
- Single-groove water pump pulley



1970-1978 MUSTANG BILLET SINGLE-GROOVE PULLEY SET



M-8509-DM

- Fits 1970-1978 Mustang with 302/351W/351C
- 4-bolt crank pulley
- Single-groove crank pulley
- Single-groove water pump pulley



1970-1978 MUSTANG BILLET DUAL-GROOVE PULLEY SET



M-8509-EM

- Fits 1970-1978 Mustang with 289/302/351W/351C
- 4-bolt crank pulley
- Dual-groove crank pulley
- Single-groove water pump pulley



CRANKSHAFT PULLEY SPACERS

Use these crank pulley spacers with Ford Performance M-6316-C351/A50/D302 Crank Dampers to achieve proper belt alignment on late model 302 and 351 Windsor engines.



PART NUMBER	ENGINE	CRANK PULLEY BOLT PATTERN	SPACER THICKNESS
M-8510-A351	302/351W	4	.350"
M-8510-B351	302/351W	4	.950"
M-8510-C351	302/351W	4	.875"
M-8510-D351	302/351W	4	.909"



Crankshaft Pulley Spacer
M-8510-A351 shown

INSTALLATION NOTES

Early 3-bolt crank pulleys generally bolt directly to the damper with flanged pulley pilot (damper is drilled for 3- and 4-bolt patterns).

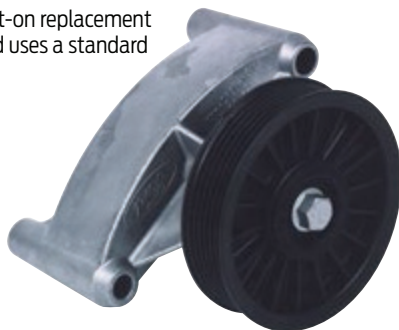
Pulley alignment should be checked and any misalignment corrected with the proper thickness spacer.

1979-1993 MUSTANG OFF-ROAD IDLER BRACKET



M-8604-A50

- Fits 1979-1993 302/351 Mustang applications when catalytic converters are not used
- Competition air pump idler bracket for off-road use only, where air pump is not necessary
- This idler is a direct bolt-on replacement for stock air pumps and uses a standard serpentine belt
- Uses stock belt



1994-1995 MUSTANG GT A/C ELIMINATOR KIT



M-19216-A50

- Fits 1994-1995 Mustang GT and 1991-1993 Thunderbird with 5.0L engine
- Cast aluminum idler pulley bracket replaces the air conditioning compressor
- Removes weight from the front of the car
- Bolts included
- Uses stock belt



FORD PERFORMANCE ENGINES

1985-1993 MUSTANG 351W ENGINE SWAP ACCESSORY DRIVE KITS

- M-8511-A351** Power steering only
- M-8511-B351** Power steering and A/C

- Fits 1985-1993 Mustang 351W
- These brackets allow use of your 5.0L front-end accessory drive components when swapping to a 351W (5.8L) engine. Simply replace production bracket with the new bracket using all existing bolts and hardware. Serpentine belt selection will vary, depending on whether or not you choose to use optional underdrive pulleys



M-8511-B351



M-8511-A351

1985-1993 MUSTANG A/C ELIMINATOR KIT M-8511-A50

- Fits 1985-1993 Mustang
- Bracket conversion kit to remove A/C compressor for racing applications
- Two-piece bracket kit moves the power steering pump up to where the A/C compressor was
- Hardware included
- Requires new belt (not included)



9 MM SPARK PLUG WIRE SETS – “FORD RACING”

Wire-wound custom ignition wire sets feature low resistance for minimum spark loss. Silicone insulation and boots withstand high temperatures and voltage loss for minimum crossfire and are highly resistant to fuels, oils and solvents. Long-life, tough stainless steel terminals for “post” type distributor caps. Includes coil wire for socket-type coil and “Ford Racing” identification. Cylinder number appears on each wire.

Spark plug wires feature high-quality 9 mm wire available in four colors: blue, black, yellow and red.

PART NUMBER	APPLICATION	WIRE COLOR	END CONFIG.
M-12259-C301	5.0L/5.8L V8 Engine	Blue	45° Boot
M-12259-R301	5.0L/5.8L V8 Engine	Red	45° Boot
M-12259-M301	5.0L/5.8L V8 Engine	Black	45° Boot
M-12259-Y301	5.0L/5.8L V8 Engine	Yellow	45° Boot
M-12259-C302	V6 and V8 Universal	Blue	45° Boot
M-12259-M302	V6 and V8 Universal	Black	45° Boot

NOTES:

- Universal sets can be cut to length with a crimping tool. Includes terminals for post- and socket-type coils, plus easy-to-follow instructions.
- Wire sets M-12259-C301/R301/M301/Y301/C302/M302 do not fit distributorless ignition system (DIS) of 5.0L/302 Explorer engines. The universal wire sets do not fit distributorless ignition system (DIS).



HIGH-TORQUE MINI STARTER – SMALL BLOCK

M-11000-MT164

- Fits most 289/302/351W/351C engines with **164-tooth manual transmission flywheel**. For 157-tooth applications, see M-11000-B51
- Small diameter mini-starter great for additional header clearance
- Weighs approximately 5 lbs less than pre-1989 production starters, yet provides more cranking power
- Comes with special battery cables and instructions. Must use diode-protected fenderwell solenoid



HIGH-TORQUE MINI STARTER – SMALL BLOCK

M-11000-B51

- Fits most 289/302/351W/351C engines except **164-tooth manual transmission**. For 164-tooth flywheel, see M-11000-MT164
- Small diameter mini-starter great for additional header clearance
- Weighs approximately 5 lbs less than pre-1989 production starters, yet provides more cranking power
- Comes with special battery cables and instructions. Must use diode-protected fenderwell solenoid



460 SIAMESE BORE CYLINDER BLOCK

M-6010-A460
M-6010-A460BB



- High-strength block for professional competition
- 10.322" deck height plus or minus .005"
- Cast iron block with 4-bolt main caps on journals 2, 3 and 4
- Nodular iron main caps
- 3.000" main journal diameter
- Siamese cylinder bore design
- Can be bored/stroked to produce 598 cu. in.
- Bore range from 4.360"-4.600" – also available in big bore version, M-6010-A460BB
- Wet sump oiling design
- Priority main oiling system design
- Weighs approximately 275 lbs

NOTE: Siamese blocks are solid casting between the cylinder bores. There are no water passages between them. This is done to increase the strength of the block. 4-bolt main cap requires stock oil pan modifications.



PLUG AND DOWEL KIT

M-6026-A460



Use with M-6010-A460 Cylinder Block. Kit includes cam plug, oil gallery plugs, transmission dowels and head dowels.

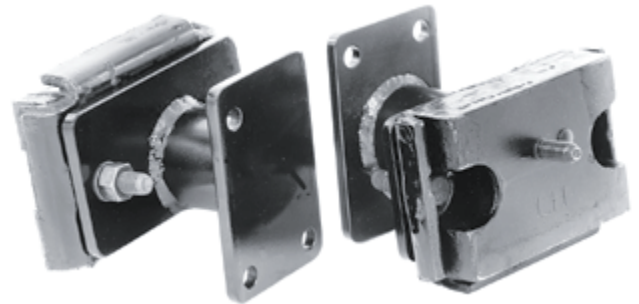


1979-1995 460 FOX ENGINE SWAP MOUNTS

M-6038-A460



- Use in 1979-1995 Mustang and other Fox-chassis cars to mount 429/460 engines
- Rubber insulated mount kit is designed to work with M-6675-A460 Rear Sump Oil Pan Kit and custom headers
- Does not fit I6 cylinder front crossmember



CAMSHAFT THRUST PLATE

PART NUMBER	APPLICATION	DESCRIPTION
M-6269-A460	429/460	Low friction needle bearing camshaft thrust plate. Requires machining of camshaft sprocket thrust surface.



FORD PERFORMANCE ENGINES

SUPER COBRA JET CYLINDER HEADS



M-6049-SCJ Bare head

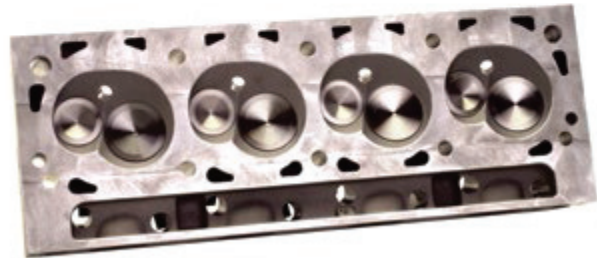
M-6049-SCJA Assembled with dual springs

M-6049-SCJB Assembled with dual springs w/damper

- Fits 429 and 460 ci engines (except BOSS 429)
- Valve angles and locations designed to reduce cylinder wall shrouding and improve flow
- Combustion chambers to accommodate the more centrally located valves
- Production 429 Cobra Jet intake and exhaust manifolds bolt on
- Production Ford 429/460 valve cover bolt pattern
- M-6582-C460 Ford Racing Valve Covers recommended
- 2.200" intake valve, 1.76" exhaust valve
- Flows approximately 330 cfm intake and 225 cfm exhaust
- 72cc combustion chambers
- 290cc intake runner, 148cc exhaust runner
- Uses Motorcraft® AGSP series spark plugs

NOTES:

- If replacing Ford Performance or production 429 Cobra Jet heads, new intake valve notches are required.
- Uses Fel-Pro® exhaust gasket part number 1420 and Fel-Pro® intake gasket part number 1231.

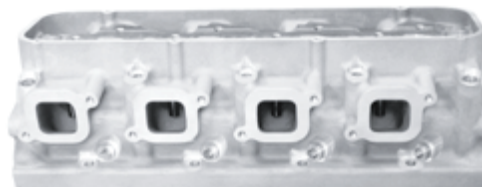


FORD PERFORMANCE 460 "SPORTSMAN" WEDGE-STYLE CYLINDER HEAD



M-6049-C460

- For use with M-6010-A460 Ford Performance Cylinder Block
- Used for professional competition and serious "Sportsman" racers
- Made from 356-T6 aluminum, with bronze valve guides and a premium valve seat insert material compatible with titanium valves
- Valve angles are 7.5 degrees intake, 8 degrees exhaust with no side cant
- Raised intake and exhaust ports
- 65cc wedge-style combustion chamber
- 4.600" recommended bore size (4.500" minimum)
- 2.450" intake, 1.900" exhaust recommended diameters
- Port and combustion chamber design based on Ford Performance 351 Yates® cylinder head



EXHAUST VALVE — SINGLE GROOVE (SOLD INDIVIDUALLY)

PART NUMBER	APPLICATION	HEAD DIAMETER	TIP LENGTH	TOTAL LENGTH	STEM DIAMETER	GROOVE TYPE	VALVE WEIGHT	DESCRIPTION
M-6505-A429	M-6049-A429/B429/C429 M-6049-SCJ/SCJA/SCJB CJ/SCJ Aluminum	1.760"	.250"	5.050"	11/32"	Square cut	122.1 grams	Premium stainless steel.

INTAKE VALVE — SINGLE GROOVE (SOLD INDIVIDUALLY)

PART NUMBER	APPLICATION	HEAD DIAMETER	TIP LENGTH	TOTAL LENGTH	STEM DIAMETER	GROOVE TYPE	VALVE WEIGHT	DESCRIPTION
M-6507-B429	M-6049-SCJ/ SCJA/SCJB 429/460 Wedge SCJ Aluminum	2.200"	.250"	5.265"	11/32"	Square cut	143.7 grams	Premium stainless steel.



VALVE PUSH ROD GUIDE PLATE (SOLD IN PKG. OF 8)



Use with mechanical cams, threaded stud, adjustable (non-rail) rocker arms and hardened push rods. May require modification for use with roller rocker arms.

PART NUMBER	CYLINDER HEAD	PUSH ROD DIAMETER
M-6566-SCJ	M-6049-SCJ/SCJA/SCJB	.375"

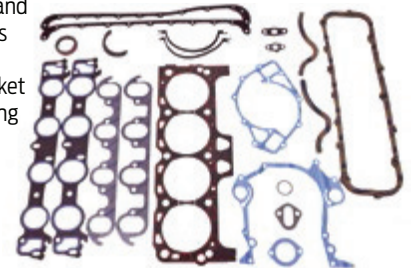


HIGH-PERFORMANCE ENGINE GASKET SET



M-6003-A429

- Manufactured to Ford specs by Fel-Pro®.
- The kits include race-quality head gaskets and Print-O-Seal® intakes, oil pan and valve cover gaskets
- This kit also includes front and rear oil seals plus all gaskets for a complete rebuild
- This high-performance gasket set is a must when rebuilding your big block Ford



CYLINDER HEAD GASKETS (SOLD IN PAIRS)



PART NUMBER	CYLINDER BORE APPLICATION	BORE DIAMETER	GASKET DIAMETER	COMPRESSED THICKNESS	COMPRESSED VOLUME	DESCRIPTION
M-6051-A441	429/460 Wedge	4.360"	4.500"	.0425"	11.2cc	Race-quality "competition" gasket. Features solid metal core and wire-encased combustion chamber seal.
M-6051-B460	429/460 Wedge	Up to 4.625"	4.670"	.038"	10.7cc	Competition gasket with round water openings to match M-6010-A460 Engine Block.



FORD PERFORMANCE ENGINES

CAMSHAFT BEARINGS – ROLLER (SOLD IN ENGINE SETS)



These low-friction, roller camshaft bearings only require oil “splash” lubrication. Oil feed holes can be totally blocked off to reduce oil aeration and windage losses. Engine block must be machined to accept bearing size shown in chart. NOTE: The 351 cam journals are NOT production dimensions. The 429-460 dimensions are production. These roller bearings require an SAE 8620 steel camshaft.

PART NUMBER	APPLICATION	O.D. DESCRIPTION	I.D. DESCRIPTION	LENGTH
M-6261-A460	429/460 Wedge	2.500"	2.125"	.625"



DOUBLE ROLLER TIMING CHAIN SETS



- Full roller chain with 9-position multi-index crank sprocket. The crank sprocket has 2-degree increments for timing adjustment of up to 8 degrees retarded, 8 degrees advanced, or straight-up (no advance or retard)
- Cam sprocket is made from cast iron. Crank sprocket is made from induction-hardened, billet steel
- Chain is rugged, double-row type with oversized .250" rollers that deliver long life and reliability

PART NUMBER	APPLICATION	DESCRIPTION
M-6268-A390	390/427/428	Does not fit 1961-1963 camshafts. Full roller chain with 9-position multi-index crank sprocket.
M-6268-B429	429/460	Compatible with single-piece fuel pump eccentric. Not for use with two-piece fuel pump eccentric.
M-6268-A460	429/429 BOSS/460	Recommended for competition engine builds. Compatible with single-piece fuel pump eccentric. Not for use with two-piece fuel pump eccentric.



Full Roller Timing Chain and Sprocket Set

CRANKSHAFT DAMPER

- Billet steel construction, meets SFI 18-1 requirements
- Elastomer-style harmonic vibration damper
- Laser-etched timing marks and “Ford Racing” logo
- Clear powdercoat finish

PART NUMBER	ENGINE	BALANCE	NOTES	MASS (LBS)
M-6316-A460	429/460	Neutral	Meets SFI 18-1	10.1
M-6316-A521	514/521	Neutral	Meets SFI 18-1	10.1

NOTE: Tuned for use on 521 crate engine.



460/514 CRANKSHAFT DAMPER SPACER



M-6359-D460

- Spacer with counterweight for 1979-1997 external balanced 460 engines
- Same as discontinued production service part D9TZ-6359-A



429/460 HIGH-VOLUME OIL PUMP



M-6600-A460

- Fits 1968-1996 429/460
- High volume – standard pressure
- Requires bolt-on style pickup (not included)
- Does not fit 429 Cobra Jet oil pump pickup tube
- Recommended with M-6675-DRS460 and M-6675-FT460 Oil Pans
- Due to the higher pumping capacity of this pump, it is not recommended for use with a stock capacity oil pan



429/460 OIL PUMP DRIVE SHAFT



M-6605-A429

- Fits 429/460/BOSS 429 and Ford Performance A460 blocks
- Heavy duty
- Heat-treated chrome moly steel
- Centerless ground



ENGINE SWAP OIL PAN KIT

PART NUMBER	SUMP	CAPACITY	FINISH	APPLICATION/DESCRIPTION
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M-6675-A460 Rear 6-qt. Painted 429/460/7.5L oil pan kit. Includes rear sump oil pan, dipstick, dipstick tube, pickup and main cap stud. Ideal for engine swaps. Fits 1979-1995 Mustang and Fox-chassis vehicles. Fits 1968-1997 production blocks. Rear sump oil pump required, not included. Fasteners not included.

NOTE: Some block/timing cover applications may require 5/16" to 1/4" conversion studs. Not recommended for M-6010-A460 Race Block.



429/460 ONE-PIECE RUBBER OIL PAN GASKET



M-6710-A460

- Fits 1968-1997 429/460
- Designed for use with smooth rail oil pans. Recommended for M-6675-DRS460, M-6675-FT460 and M-6675-A460
- One-piece design, rubber bonded on steel reinforcement

NOTE: Some block/timing cover applications may require 5/16" to 1/4" conversion studs.



429/460 CRANKSHAFT REAR MAIN OIL SEAL

M-6701-A460

- Fits M-6010-A460 and M-6010-A460BB. Two-piece, split design
- High-temperature rubber material



460 BIG BLOCK TIMING COVER



M-6059-460

- Fits 460 and 514 Ford Racing big blocks
- Cast aluminum construction with black finish
- Does not have provisions for dipstick in timing cover or mechanical fuel pump
- Oil pan to timing cover bolt holes 1/4-20
- Includes M-8501-460BP Big Block Water Pump Backing Plate



460 BIG BLOCK WATER PUMP BACKING PLATE

M-8501-460BP

- Great replacement backing plate for hard to find OEM plate
- Made from steel material
- Fits M-8501-C460 Water Pump and production water pumps

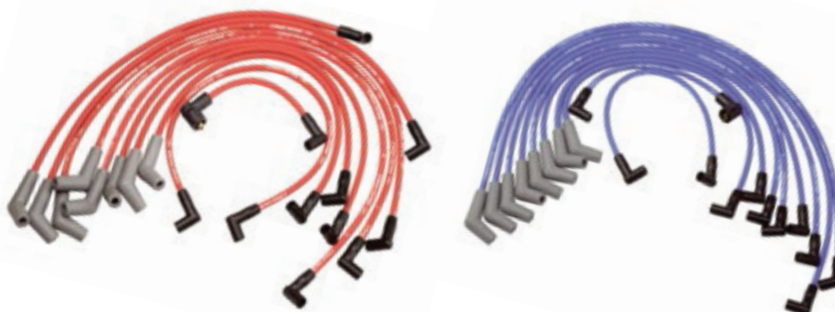


9 MM SPARK PLUG WIRE SETS – “FORD RACING”

Wire-wound custom ignition wire sets feature low resistance for minimum spark loss. Silicone insulation and boots withstand high temperatures and voltage loss for minimum crossfire and are highly resistant to fuels, oils and solvents. Long-life, tough stainless steel terminals for “post” type distributor caps. Includes coil wire for socket-type coil and “Ford Racing” identification. Cylinder number appears on each wire.

Spark plug wires feature high-quality 9 mm wire.

PART NUMBER	APPLICATION	WIRE COLOR	END CONFIG.
M-12259-C460	7.0L/7.5L V8 Engine	Blue	45° Boot
M-12259-R460	7.0L/7.5L V8 Engine	Red	45° Boot



NASCAR® ENGINE PARTS

FR9 NASCAR® CYLINDER BLOCK

M-6010-R500

Features:

- Light-weight compacted graphite iron casting
- Cross-flow cooling
- Cast-in camshaft tunnel
- Inner and outer piston squirter provisions
- Front engine plate mounting (no side mounts)
- Dry sump only design
- 4-bolt steel main caps
- Internal oil passages to the cylinder heads

Specifications:

- Deck Height: 9.000"
- Bore Spacing: 4.500"
- Camshaft Height: 6.150"
- Bore Size Range: 4.000"-4.185"
- Main Journal Diameter: 2.250"
- Cam Bearing Diameter: 60 mm roller

Required Components:

- M-6049-E1 Cylinder Head
- M-8C368-FR9 Water Manifold
- M-8051-FR9 Water Pump Assembly

Recommended Use:

- Approved for the NASCAR® Sprint Cup Series
- Circle track competition

Builder Notes:

- Semi-finished cylinder bores, main bearing bores and lifter bores – must be honed to final size
- The FR9 engine is unique and does not share any components with previous 351 Windsor or Cleveland based engines



FR9 NASCAR® CYLINDER HEAD

M-6049-E1 Fits M-6010-R500 NASCAR® Engine Block

Features:

- Light-weight A356-T6 aluminum casting
- Cross-flow cooling
- Internal oil passages for valvetrain lubrication
- Splayed and canted intake valves
- 5-bolt head bolt pattern

Specifications:

- Intake valve angle: 11.0° x 4.0°
- Exhaust valve angle: 7.5° x 0°
- Valve spacing: 1.94"
- Intake flange angle: 90°
- Exhaust flange angle: 60°

Required Components:

- M-6010-R500 Cylinder Block
- M-8C368-FR9 Water Manifold

Recommended Use:

- Approved for the NASCAR® Sprint Cup and XFINITY® Series
- Circle track competition

Builder Notes:

- Heads are semi-finished requiring porting and combustion chamber machining
- Valve guides and seats are not included
- M-8C368-FR9 Water Manifold mounts directly to the cylinder heads
- The FR9 engine is unique and does not share any components with previous 351 Windsor or Cleveland based engines



FR9 WATER OUTLET MANIFOLD

M-8C368-FR9

Features:

- Light-weight aluminum casting
- Straight outlet to accommodate LH or RH radiator water inlet
- Provision for water temperature sensor
- For use with M-6049-E1 Heads

Recommended Use:

- Circle track competition

Builder Notes:

- O-ring sealing provisions are machined into M-6049-E1 Cylinder Head
- The FR9 engine is unique and does not share any components with previous 351 Windsor- or Cleveland-based engines



FR9 WATER PUMP ASSEMBLY

M-8501-FR9

Features:

- Includes water pump and housing
- Light-weight aluminum castings
- EMP Stewart Components® race-proven pump cartridge
- Designed to mount to front engine plate

Recommended Use:

- Circle track competition

Builder Notes:

- The FR9 engine is unique and does not share any components with previous 351 Windsor- or Cleveland-based engines

NASCAR® ENGINE PARTS

NASCAR® INTAKE MANIFOLDS

Features:

- For use with M-6049-E1 Heads
- A356-T6 aluminum casting
- Plenum and runner interiors are as-cast
- Intended operating range is 6000 rpm-9500 rpm
- Approved for NASCAR® restrictor plate and open Sprint Cup events

Required Components:

- M-6049-E1 Cylinder Head

Builder Notes:

- Intake manifold plenum and runners require porting before use
- The FR9 engine is unique and does not share any components with previous 351 Windsor- or Cleveland-based engines

FR9 INTAKE MANIFOLD — FUEL INJECTION

M-9424-E554

- For use with NASCAR® mandated fuel-injection system
- Casting features bosses to accommodate fuel injector and fuel rail machining
- Approved for NASCAR® Sprint Cup Series

FR9 INTAKE MANIFOLD

M-9424-E651

- For use with a carburetor
- Approved for NASCAR® XFINITY® and Truck Series





M-6010-16K shown

1.6L 4-CYLINDER KENT BLOCK M-6010-16K



The legendary Formula Ford Kent block is reborn with an all-new iron casting that is stronger than the original! The block was designed to replace production 1.6L Kent blocks for SCCA® Formula Ford competition.

- Standard 8.200" deck height with extra material for decking
- Cylinder bores semi-finished to 3.185"-3.187" diameter to allow the engine to be built to desired clearances
- Max bore size is 3.226"/81.94 mm
- Lifter bore diameter: .5145"-.5155"
- Block cast from 40,000 psi grey iron
- Lower clutch housing bolt bosses reinforced
- Select areas around main bearing webs strengthened
- Center main will accept upper and lower crankshaft thrust bearing inserts

1.6L 4-CYLINDER LOTUS BLOCK M-6010-16L



The Lotus block features an all-new grey iron casting that is stronger than the original and accepts the Lotus cylinder head.

- Standard 7.800" deck height with extra material for decking
- Machined and delivered with cylinder bores semi-finished at 3.226"-3.228" (81.94 mm-81.99 mm) diameters
- Block is designed for standard bore engine builds
- Lifter bore diameter: .5145"-.5155"
- Block cast from 40,000 psi grey iron
- Lower clutch housing bolt bosses reinforced
- Select areas around main bearing webs strengthened
- Center main will accept upper and lower crankshaft thrust bearing inserts
- Includes cam bearings (installed)

4-CYLINDER KENT VALVE COVER M-6582-16K

- Fits 1.6L Kent cylinder head
- Cast aluminum construction



FORD PERFORMANCE ENGINES

CYLINDER BLOCKS

ENGINE GROUP PART NUMBER	302 FORD M-6010- BOSS302	302 FORD M-6010- B302BB	351 FORD M-6010- BOSS35192	351 FORD M-6010- BOSS35192BB	351 FORD M-6010- BOSS35195	351 FORD M-6010- BOSS351BB
Description/Intended Usage	Professional Competition	Professional Competition	Professional Competition	Professional Competition	Professional Competition	Professional Competition
Block Material	Cast Iron	Cast Iron	Cast Iron	Cast Iron	Cast Iron	Cast Iron
Nominal Deck Height	8.206"	8.206"	9.200"	9.200"	9.500"	9.500"
CID Capacity	363	363	427	427	454	468
Cylinder Design	Siamese	Siamese	Siamese	Siamese	Siamese	Siamese
Cylinder Bore Range	4.000"-4.125"	4.000"-4.125"	4.000"-4.125"	4.000"-4.125"	4.000"-4.125"	4.000"-4.185"
Oil Sump Design	Wet	Wet	Wet	Wet	Wet	Wet
Crankshaft Journal Diameter	2.248"	2.248"	2.750"	2.750"	2.750"	2.750"
Main Cap Bolts	Four on 2,3,4	Four on 2,3,4	Four on 2,3,4	Four on 2,3,4	Four on 2,3,4	Four on 2,3,4
Bearing Cap Material	Nodular Iron	Nodular Iron	Nodular Iron	Nodular Iron	Nodular Iron	Nodular Iron
Recommended Max. Stroke	3.400"	3.400"	4.000"	4.000"	4.250"	4.250"
Rear Crankshaft Seal Type	1-Piece	1-Piece	1-Piece	1-Piece	1-Piece	1-Piece
Cam Bearing Design	M-6261-J351 Standard Cam	M-6261-J351 Standard Cam	M-6261-J351 Standard Cam	M-6261-J351 Standard Cam	M-6261-J351 Standard Cam	M-6261-J351 Standard Cam
Oil Filter Mount	Block	Block	Block	Block	Block	Block
Hyd. Roller Cam. Compatible	Yes	Yes	Yes	Yes	Yes	Yes
Cam Plug	M-6026-S351	M-6026-S351	M-6026-S351	M-6026-S351	M-6026-S351	M-6026-S351

ENGINE GROUP PART NUMBER	351 FORD M-6010-Z351	460 FORD M-6010-A460	460 FORD M-6010-A460BB	NASCAR® FORD M-6010-R500
Description/Intended Usage	Professional Competition	Professional Competition	Professional Competition	Professional Competition
Block Material	Aluminum	Cast Iron	Cast Iron	Compacted Graphite Iron
Nominal Deck Height	9.500"	10.322"	10.322"	9.000"
CID Capacity	434	598	598	-
Cylinder Design	Siamese	Siamese	Siamese	Non-Siamese
Cylinder Bore Range	4.000"-4.125"	4.360"-4.600"	4.500"-4.600"	4.000"-4.185"
Oil Sump Design	Wet	Wet	Wet	Dry
Crankshaft Journal Diameter	2.750"	3.000"	3.000"	2.000"-2.250"
Main Cap Bolts	Four	Four on 2,3,4,5	Four on 2,3,4,5	Four
Bearing Cap Material	Steel	Nodular Iron	Nodular Iron	Steel
Recommended Max. Stroke	4.250"	4.500"	4.500"	-
Rear Crankshaft Seal Type	1-Piece	2-Piece	2-Piece	1-Piece
Cam Bearing Design	M-6261-J351 Standard Cam	Std.	Std.	Roller
Oil Filter Mount	Block	Block	Block	Remote
Hyd. Roller Cam Compatible	-	-	-	-
Cam Plug	M-6026-S351	-	-	-

FORD PERFORMANCE ENGINES

PUSH ROD CRATE ENGINES AND SHORT BLOCKS

PART NUMBER	M-6007-X302B	M-6007-X302E	M-6007-X347DF/X347DR	M-6009-347	M-6009-363
Displacement (ci)	302	302	347	347	363
Horsepower (hp) Racer Correction (SAE J607)	345	340	N/A	N/A	N/A
Torque (lb-ft) Racer Correction (SAE J607)	350	350	N/A	N/A	N/A
Compression Ratio	9.0:1	9.0:1	9.6:1	N/A	N/A
Cylinder Heads	M-6049-X306	M-6049-X306	M-6049-X306	N/A	N/A
Camshaft	B303 hydraulic roller	E303 hydraulic roller	Hydraulic roller	N/A	N/A
Crank	3.000" cast	3.000" cast	3.400" forged	3.400" forged	3.400" forged
Piston	4.030" forged	4.030" forged	4.030" Mahle® forged Grafal® coated skirt	4.030" Mahle® forged Grafal® coated skirt	4.125" Mahle® forged Grafal® coated skirt
Connecting Rod	Forged I-beam 5.090"	Forged I-beam 5.090"	Forged I-beam 5.400"	Forged I-beam 5.400"	Forged I-beam 5.400"
Valve Cover	M-6000-K302R	M-6000-K302R	M-6582-A301R Ford Racing Aluminum	N/A	N/A
Oil Pan	Rear sump	Rear sump	7 qt. front sump/7 qt. rear sump	N/A	N/A
Water Pump	N/A	N/A	None	N/A	N/A
Block	M-6010-BOSS302	M-6010-BOSS302	M-6010-BOSS302	M-6010-BOSS302	M-6010-BOSS302
PART NUMBER	M-6007-Z363FT/Z363RT	M-6007-S347JR	M-6007-D347SR	M-6007-S374W	M-6009-427F
Displacement (ci)	363	347	347	374	427
Horsepower (hp) Racer Correction (SAE J607)	500	350	415	540	N/A
Torque (lb-ft) Racer Correction (SAE J607)	450	400	400	470	N/A
Compression Ratio	10.2:1	10.5:1	10.0:1	11.0:1	N/A
Cylinder Heads	M-6049-Z304DA	M-6049-X307	M-6049-Z304DA	M-6049-Z304P	N/A
Camshaft	Hydraulic roller	Hydraulic roller	F303 hydraulic roller	Solid roller	N/A
Crank	3.400" forged	3.400" forged	3.400" forged	3.500" forged	4.000" forged
Piston	4.125" Mahle® forged Grafal® coated skirt	4.030" Mahle® forged Grafal® coated skirt	4.030" Mahle® forged Grafal® coated skirt	4.125" Mahle® forged Grafal® coated skirt	4.125" Mahle® forged Grafal® coated skirt
Connecting Rod	Forged I-beam 5.400"	Forged I-beam 5.400"	Forged I-beam 5.400"	Forged H-beam 6.200"	Forged H-beam 6.250"
Intake	N/A	RPM Air-Gap 302	Victor Jr.®	Super Victor®	N/A
Distributor	N/A	MSD® Billet Distributor	MSD® Billet Distributor	MSD® Billet Distributor	N/A
Valve Cover	M-6582-BOSS	Ford Racing	Ford Racing	M-6582-CT	N/A
Oil Pan	7 qt. front sump/7 qt. rear sump	7 qt. rear sump	7 qt. rear sump	Rear sump	N/A
Water Pump	V-belt	V-belt	V-belt	V-belt	N/A
Block	M-6010-BOSS302	M-6010-BOSS302	M-6010-BOSS302	M-6010-BOSS35192	M-6010-BOSS35195
PART NUMBER	M-6007-Z427FFT/Z427FRT	M-6007-Z427AFT/Z427ART	M-6007-X427FFT/X427FRT	M-6007-Z460FFT/Z460FRT	
Displacement (ci)	427	427	427	460	
Horsepower (hp) Racer Correction (SAE J607)	535	600	450	580	
Torque (lb-ft) Racer Correction (SAE J607)	545	550	520	580	
Compression Ratio	10.5:1	11.1:1	10.5:1	10.0:1	
Cylinder Heads	M-6049-Z304DA	M-6049-Z304P	M-6049-X306	M-6049-Z304DA	
Camshaft	Hydraulic roller	Solid roller	Hydraulic roller	Hydraulic roller	
Crank	4.000" forge	4.000" forged	4.000" forged	4.150" forged	
Piston	4.125" Mahle® forged Grafal® coated skirt	4.125" Mahle® forged Grafal® coated skirt	4.125" Mahle® forged Grafal® coated skirt	4.250" Mahle® forged Grafal® coated skirt	
Connection Rod	Forged H-beam 6.250"	Forged H-beam 6.250"	Forged H-beam 6.250"	Forged H-beam 6.125"	
Valve Cover	M-6582-W427	M-6582-W427P	M-6582-W427B	Ford Racing 302-137	
Oil Pan	9 qt. front sump/7 qt. rear sump	9 qt. front sump/7 qt. rear sump	9qt. front sump/7 qt. rear sump	9 qt. front sump/7 qt. rear sump	
Water Pump	V-belt	V-belt	V-belt	V-belt	
Block	M-6010-BOSS35195	M-6010-Z351	M-6010-BOSS35195	M-6010-BOSS35195	

FORD PERFORMANCE ENGINES

MODULAR CRATE ENGINES AND SHORT BLOCKS

PART NUMBER	M-6007-M50A	M-6007-A50NAA	M-6007-A50SCA	M-6007-A50XS	M-6009-A50NAA
Displacement	5.0L	5.0L	5.0L	5.0L	5.0L
Horsepower (hp)	435	435	N/A	500	N/A
Torque (lb-ft)	400	400	N/A	410	N/A
Compression Ratio	11.0:1	11.0:1	9.5:1	11.0:1	N/A
Combustion Chamber Volume (cc)	56	56	56	55.6	N/A
Cylinder Heads	Production	Production	Production	BOSS CNC-ported	N/A
Camshafts	Production	Production	Production	M-6550-M50BINT intake M-6550-M50BEXH exhaust	N/A
Crankshaft	Forged steel	Forged steel	Forged steel	Forged steel	Forged steel
Connecting Rods	Forged steel	Manley® H-beam	Manley® H-beam	Manley® H-beam	Manley® H-beam
Piston	Cast, hard-anodized ring grooves Grafal® coated skirts	Mahle® forged hard-anodized ring grooves Grafal® coated skirts	Mahle® forged hard-anodized ring grooves Grafal® coated skirts	Mahle® forged hard-anodized ring grooves Grafal® coated skirts	Mahle® forged hard-anodized ring grooves Grafal® coated skirts
Intake Manifold	2015 Mustang	2015 Mustang	2015 Mustang	M-9424-M50CJ Cobra Jet tuned intake	N/A
Ignition	Coil on plug	Coil on plug	Coil on plug	Coil on plug	N/A
Valve Covers	Production	Production	Production	Production	N/A
Oil Pan	Production	Production	Production	M-6675-M50BR 12 qt.	N/A
Water Pump	Production	Production	Production	Production	N/A
Block	Production Mustang GT 5.0L	Production Mustang GT 5.0L	Production Mustang GT 5.0L	Production Mustang GT 5.0L	Production Mustang GT 5.0L
PART NUMBER	M-6009-A50SCA	M-6009-B53			
Displacement	5.0L	5.3L			
Horsepower (hp)	N/A	N/A			
Torque (lb-ft)	N/A	N/A			
Compression Ratio	N/A	10.8:1 (w/44cc chamber) 9.8:1 (w/51cc chamber)			
Combustion Chamber Volume (cc)	N/A	N/A			
Cylinder Heads	N/A	N/A			
Camshafts	N/A	N/A			
Crankshaft	Forged steel	Forged steel 8-bolt flywheel			
Connecting Rods	Manley® H-beam	Eagle® forged H-beam			
Piston	Mahle® forged hard-anodized ring grooves Grafal® coated skirts	Mahle® forged hard-anodized ring grooves Grafal® coated skirts			
Intake Manifold	N/A	N/A			
Ignition	N/A	N/A			
Valve Covers	N/A	N/A			
Oil Pan	N/A	N/A			
Water Pump	N/A	N/A			
Block	Production Mustang GT 5.0L	Production 4.6L Mustang aluminum			

FORD PERFORMANCE ENGINES

BASIC ENGINE DIMENSIONS (INCHES) Gasoline Engines

DISPLACEMENT	YEARS	BORE	STROKE	BORE SPACING	MAIN JOURNAL DIA.	ROD JOURNAL DIA.	CON ROD LENGTH (MEAN)	DECK HEIGHT	PISTON COMP HT
1.6L Kent	1971-73	3.188	3.056	3.780	2.1253	1.9372	4.928	8.2272	—
1.6L CVH	1981-85	3.150	3.130	3.614	2.383	1.886	5.195	8.212	1.451
1.9L CVH	1985-87	3.230	3.465	3.614	2.383	1.886	5.195	8.378	1.451
1.9L CVH	1988-96	3.230	3.465	3.614	2.383	1.728	5.195	8.378	1.451
1.8L ZETEC® DOHC	1991-96	3.270	3.350	3.583	1.966	1.771	5.230	8.130	1.108
2.0L I4 Duratec®	2005-TBD	3.445	3.272	3.780	2.047	1.850	5.758	8.540	1.122
2.0L CVH	1997-98	3.339	3.465	3.614	2.383	1.728	5.195	8.378	1.451
2.0L OHC ①	1971-74	3.575	3.029	4.016	2.244	2.047	4.982	8.146	1.595 ⑥
2.0L OHC ②	1983-87	3.520	3.126	4.173	2.399	2.047	5.205	8.368	1.583
2.0L ZETEC®	1995-04	3.339	3.465	3.614	2.283	1.847	5.3618 ⑥	8.378	1.3012 ⑦
2.0L V6	2001-04	3.215	2.631	4.016	2.479	1.967	5.686	8.189	1.181
2.2L Probe	1988-92	3.390	3.700	3.810	2.360	2.006	6.200	9.500	1.450
2.3L I4 Duratec®	2001-07	3.445	3.701	3.780	2.047	1.968	6.094	9.094	1.122
2.3L OHC	1974-97	3.780	3.126	4.173	2.399	2.047	5.205	8.368	1.583
2.5L OHC	1998	3.780	3.401	4.173	2.399	2.047	5.457	8.368	1.211
2.3L HSC	1984-94	3.680	3.300	4.080	2.249	2.124	5.457	8.700	1.520
2.5L HSC	1986-91	3.680	3.583	4.080	2.249	2.124	5.990	9.400	1.579
2.5L V6 Duratec®	1995-99	3.245	3.130	4.016	2.480	1.968	5.437	8.189	1.181
2.5L V6 Duratec®	1999-07	3.215	3.130	4.016	2.480	1.968	5.437	8.189	1.181
2.6L V6	1972-73	3.545	2.630	4.760	2.244	2.127	—	8.084	1.546
2.8L V6	1974-80	3.650	2.700	4.760	2.244	2.127	5.140	8.084	1.539
2.9L V6	1986-92	3.661	2.835	4.760	2.244	2.126	5.140	8.858	1.461
3.0L V6	1986-07	3.504	3.150	4.330	2.519	2.126	5.532	8.661	1.535
3.0L V6 Duratec®	1997-07	3.504	3.130	4.016	2.480	1.968	5.437	8.189	1.181
3.5L V6 Duratec®	2006-07	3.642	3.413	4.173	2.658	2.205	6.011	8.970	1.240
3.0L V6 SHO	1989-95	3.500	3.150	4.330	2.516	2.047	5.780	8.660	1.307
3.2L V6 SHO	1993-95	3.620	3.150	4.330	2.516	2.047	5.780	8.660	1.307
3.4L V8 SHO	1996	3.245	3.130	4.016	2.480	1.968	5.437	8.189	1.181
3.8L V6	1982-95	3.810	3.390	4.193	2.5194 ④	2.311	5.914	9.232	1.602
3.8L V6	1997-03	3.810	3.390	4.193	2.519	2.311	6.091	9.232	1.450
3.9L V6	2004-07	3.810	3.465	4.193	2.519	2.311	6.091	9.232	1.411
3.9L V8 ⑧	2000-02	3.386	3.346	3.858	2.441	2.205	6.115	8.880	1.211
3.9L V8 ⑧	2002-07	3.386	3.346	3.858	2.441	2.087	6.115	8.880	1.211
4.0L V6	1990-00	3.950	3.320	4.760	2.244	2.126	5.748	8.858	1.442
4.0L V6	1997-07	3.950	3.320	4.760	2.244	2.126	5.748	8.858	1.440
4.2L V6	1997-07	3.810	3.740	4.193	2.519	2.311	6.091	9.232	1.273
4.5L Ford Performance ③		4.080	3.500	4.469	2.749	2.100	6.088	9.232	③
4.6L V8	1991-07	3.552	3.543	3.937	2.657	2.086	5.933	8.937	1.221
5.0L V8 ⑨		3.700	3.543	3.937	2.657	2.086	5.933	8.937	1.221
5.0L V8	2011-12	3.629	3.647	3.937	2.652	2.082	5.933	8.937	1.220
5.4L V8	1997-07	3.552	4.165	3.937	2.657	2.086	6.658	10.079	1.167
5.8L V8	2013	3.681	4.230	3.937	2.6567-2.6577	2.0867-2.0859	6.6575	10.0673	1.2185-1.2224
6.8L V10	1997-07	3.552	4.165	3.937	2.657	2.086	6.657	10.079	1.221
6.0L V12	1999-07	3.504	3.130	4.016	2.657	1.968	5.437	8.189	1.181
200 I6	1963-83	3.680	3.126	4.080	2.249	2.124	4.715	7.808	1.511
250 I6	1969-80	3.680	3.910	4.080	2.399	2.124	5.880	7.808	—
240 I6	1965-72	4.000	3.180	4.480	2.399	2.123	6.795	10.000	1.605
300 I6	1965-96	4.000	3.980	4.480	2.399	2.123	6.210	10.000	1.757
221 V8	1962-63	3.500	2.870	4.380	2.249	2.123	5.155	8.206	1.595
255 V8	1979-82	3.680	3.000	4.380	2.249	2.123	5.155	8.206	1.600
260 V8	1962-64	3.800	2.870	4.380	2.249	2.123	5.155	8.206	1.600
289	1963-68	4.000	2.870	4.380	2.249	2.123	5.155	8.206	1.605
302	1968-96	4.000	3.000	4.380	2.249	2.123	5.090	8.206	1.605
302 BOSS	1969-70	4.000	3.000	4.380	2.249	2.123	5.150	8.201-8.210	1.530
302 Ford Performance ③		4.000	3.000	4.380	2.249	2.123	5.150	8.201-8.210	③
351W	1969-70	4.000	3.500	4.380	3.000	2.311	5.956	9.480	1.769
351W	1971-96	4.000	3.500	4.380	3.000	2.311	5.956	9.503	1.769
351 Ford Performance ③		4.000	3.500	4.380	2.749	2.311	5.956	9.503	③
351 Ford Performance ③		4.000	3.500	4.380	2.249	2.311	5.780	9.206	③
351C * BOSS	1970-74	4.000	3.500	4.380	2.749	2.311	5.780	9.206	1.647
351M	1975-85	4.000	3.500	4.380	3.000	2.311	6.580	10.297	1.947

- ① Car (EAO)
- ② Ranger/Bronco II
- ③ Non-production blocks. Dimensions for reference
- ④ 3.8L SC #1-2-3 – 2.5190", #4 – 2.5096"
- ⑤ Sport 2000 – 1.6395"
- ⑥ 1997 – 5.482"
- ⑦ 1997 – 1.181"
- ⑧ 3.9L V8 used in the Thunderbird and Lincoln LS is based on the Jaguar® V8 design
- ⑨ Aftermarket from Ford Performance

NOTES:

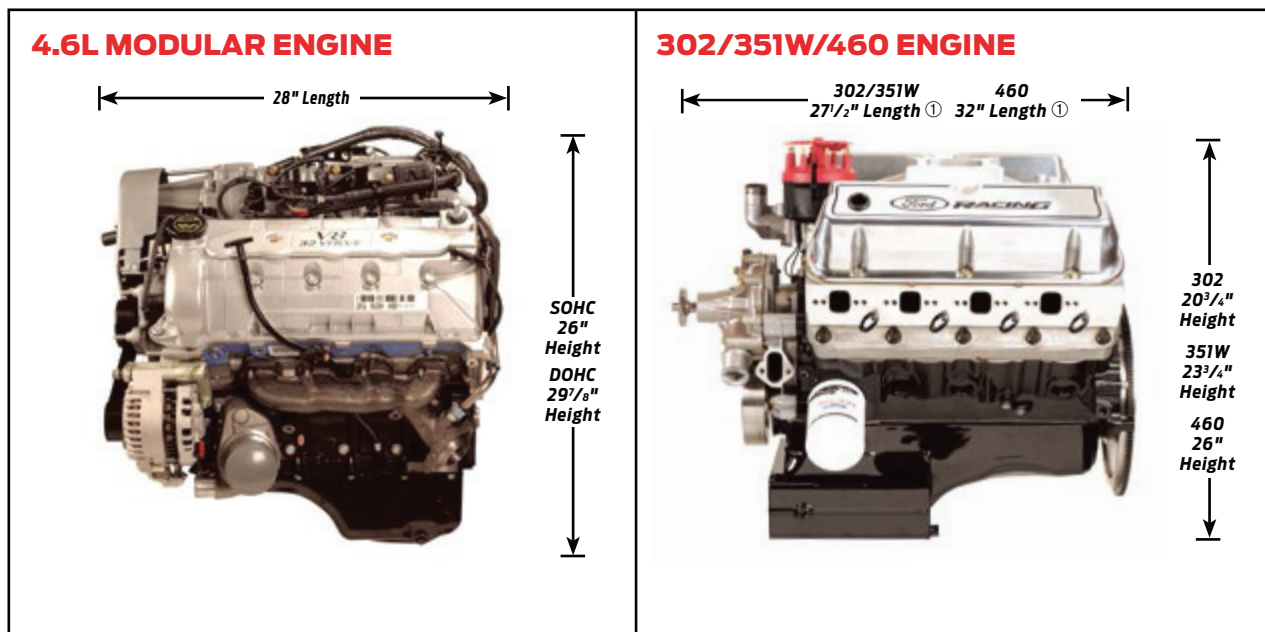
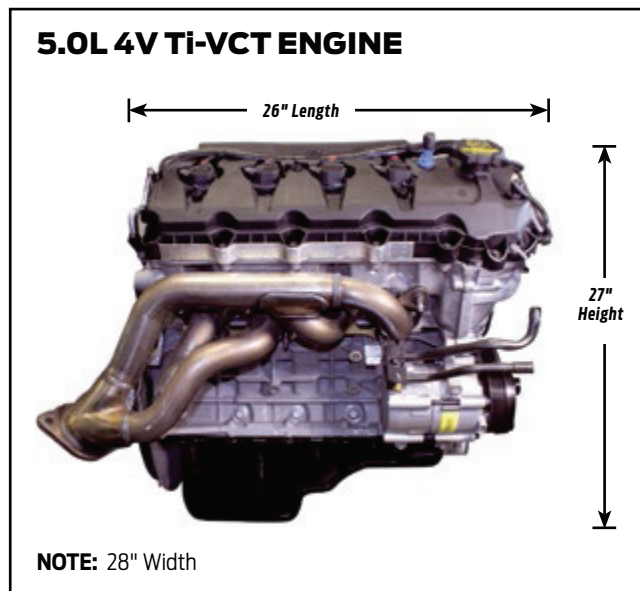
- All 4-cylinder (except 1.6L Kent) and all V6 engines are metric. Dimensions shown in inches.
- 3.9L V8 used in the Thunderbird and Lincoln LS is based on the Jaguar® V8 design.
- 6.0L V8, 6.4L V8 and 7.3L V8 – ITEC® Powerstroke.

BASIC ENGINE DIMENSIONS (INCHES) CONTINUED Gasoline Engines

DISPLACEMENT	YEARS	BORE	STROKE	BORE SPACING	MAIN JOURNAL DIA.	ROD JOURNAL DIA.	CON ROD LENGTH (MEAN)	DECK HEIGHT	PISTON COMP HT
400	1971-81	4.000	4.000	4.380	3.000	2.311	6.580	10.292-10.302	1.647
352	1960-66	4.000	3.500	4.630	2.749	2.438	6.540	10.170	1.825
390	1961-71	4.050	3.780	4.630	2.749	2.438	6.489	10.170	1.775
406	1962-63	4.130	3.780	4.630	2.749	2.438	6.489	10.170	1.745
410	1966-67	4.050	3.980	4.630	2.749	2.438	6.489	10.170	1.674
427	1963-68	4.230	3.780	4.630	2.749	2.438	6.489	10.170	1.752
428	1966-70	4.130	3.980	4.630	2.749	2.438	6.489	10.170	1.674
429 STD	1968-73	4.360	3.590	4.900	3.000	2.500	6.605	10.300 (1968-70)	1.890
429 STD	1968-73	4.360	3.590	4.900	3.000	2.500	6.605	10.310 (1970 1/2-71)	1.890
429 CJ/SCJ	1969-70	4.360	3.590	4.900	3.000	2.500	6.605	10.322 (1972-73)	1.890
429 BOSS (S)	1969	4.360	3.590	4.900	3.000	2.500	6.549	10.300	1.926
429 BOSS (T)	1969-70	4.360	3.590	4.900	3.000	2.500	6.605	10.300	1.870
460/460 Ford Performance	1969-96	4.360	3.850	4.900	3.000	2.500	6.605	10.322 (1972-96)	1.756

ENGINE SWAP SIZE CHART

(SEE INDIVIDUAL ENGINE INSTALLATION NOTES PAGES 144-153 FOR WEIGHTS)



FORD 216064



DRIVELINE

USA

TECH TIPS

CLUTCH/TRANSMISSION INSTALLATION TIPS

1986 and newer V8 Mustang

The flywheel-to-crankshaft bolts must be hand-torqued to 75-85 lb-ft (302/351W) and 54-64 lb-ft (4.6L).

The 10.5" pressure plate bolts must be torqued to 12-24 lb-ft and 11" pressure plate bolts to 33 lb-ft + 1/4 turn.

Be sure to use the alignment dowels in the flywheels.

Pressure plate bolts and alignment dowels for the 10.5" clutch can be purchased using PN M-6397-A302. N808969-S100 Pressure Plate Bolts and DIFZ-6397-B Alignment Dowels are for the 11" pressure plate.

Evenly tighten bolts in a circular direction one turn at a time.

Bellhousing alignment is crucial for proper clutch and transmission function.

Due to production tolerances of engine blocks and bellhousings, it is possible for the transmission center line and crankshaft center line to be misaligned. Misalignment can cause transmission gear wear, transmission jumping out of gear, driveline vibration, clutch pedal vibration, pilot bearing noise, release bearing noise or excessive clutch spin time. It may also damage the pilot bearing, transmission mainshaft bearing and clutch hub. It will also cause harsh shifting.

Before installing the bellhousing, check the block mounting surface and bellhousing surfaces for nicks, dents, paint debris, etc. These are some things that could affect the accuracy of your measurements.

HOW TO CHECK BELLHOUSING ALIGNMENT

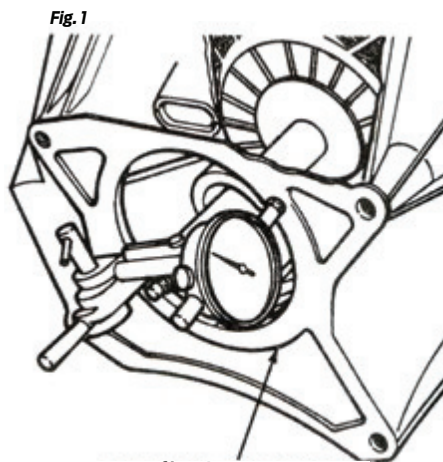
The first step is to check bellhousing face runout. You are checking for parallelism of the back of the bellhousing to the back of the block. Install the dial indicator (as shown in Fig. 1). Rotate the crankshaft and mark down the reading. Be sure to push the crankshaft against the thrust bearing for an accurate reading. Maximum runout is .010. The next step is checking bellhousing bore runout. You are checking to see if the bellhousing bore center line is aligned with crankshaft center line. Reposition the dial indicator in the bellhousing bore (as shown in Fig. 2). Rotate the crankshaft and mark down the readings. Maximum out of concentricity is .015. If the bore runout is out of spec, install appropriate offset dowels.

Offset alignment dowels can be purchased from Lakewood®.

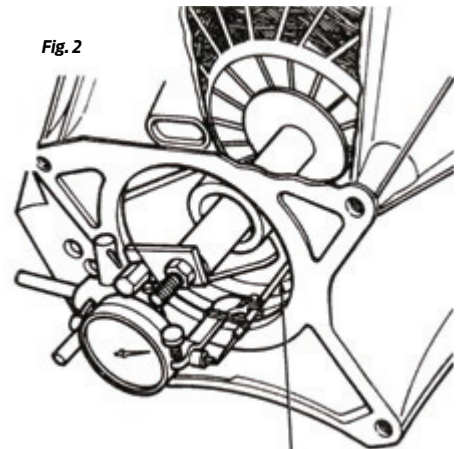
.007 PN 15950

.014 PN 15960

.021 PN 15970



Face of housing
(Must be clean and free of nicks, burrs or foreign material.)



Level tip rides on bore surface.
This surface must be clean and free of nicks, burrs or foreign material.

TREMEC® 6-SPEED TRANSMISSIONS

Magnum T-56 technology from Tremec® provides more torque capacity and smoother shifting than 6-speeds of the past. Requires aftermarket bellhousing available through Quicktime® Bellhousings. For small block Ford 302/351, use Quicktime® Part No. 8031. For modular 4.6L/5.0L/5.4L, use Quicktime® Part No. 8080.

- Fits SBF, 4.6L SOHC/DOHC and 5.0L Ti-VCT engines
- Can be used in 1999-2004 Mustang and Cobra
- May require shorter driveshaft, modified crossmember/trans mount and other minor modifications
- 700 lb-ft torque capacity
- Input shaft is 26 spline; output shaft is 31 spline
- Provision for both mechanical and electronic speedometer
- Mechanical speedo drive gear has seven teeth
- Electronic speedo rotor has 12 positions

M-7003-M6266 2.66 1st Gear/26 Spline

- Gear ratios: 1st 2.66; 2nd 1.78; 3rd 1.30; 4th 1.00; 5th 0.80; 6th 0.63

M-7003-M6295 2.97 1st Gear/26 Spline

- Gear ratios: 1st 2.97; 2nd 2.10; 3rd 1.46; 4th 1.00; 5th 0.74; 6th 0.50



M-7003-M6295 shown

TREMEC® TRANSMISSION KIT MAGNUM XL

M-7003-M6XL

- Fits 2005-2014 Mustang GT
- 2.97 gear ratio
- Trans mount isolated shifter and shift ball
- 700 lb-ft torque capacity
- New extended length tail section designed to eliminate the semi-remote shifter
- SFI-approved steel bellhousing
- Reuses the OEM hydraulic clutch release system
- Includes swap-specific steel crossmember and OE-quality rubber transmission mount

NOTES:

- Users will need to convert to a 26-spline clutch disc and 1-piece slip yoke style prop shaft (not included).
- Magnum XL transmissions are designed to accept the factory hydraulic release bearing from a 2005-current Mustang GT.
- GT500 bearings may also be used but will require a custom adaptor to maintain proper stack up (not included).



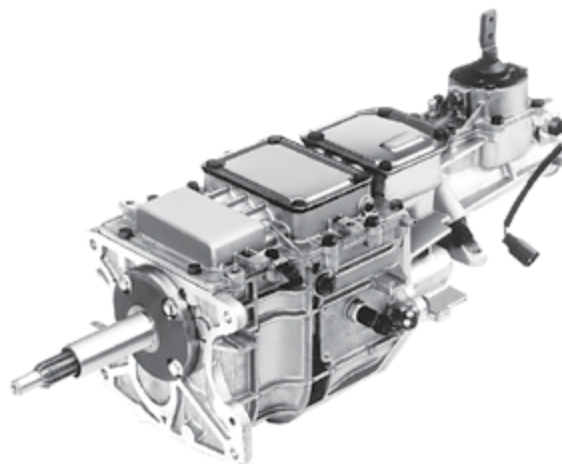
- 2005-2010 Mustang applications are a direct plug-and-play with regards to the speedometer.
- 2011-up models will require speedometer recalibration via ECU tuning or a separate plug-in signal converter from sine to hall-effect signal, such as the Abbott Enterprises ERA or Dakota Digital SGI-1 (not included).
- 2015 model installation kits are not currently available.



TREMEC® 5-SPEED EXTRA HD TRANSMISSION (CLOSE RATIO)

M-7003-R58C

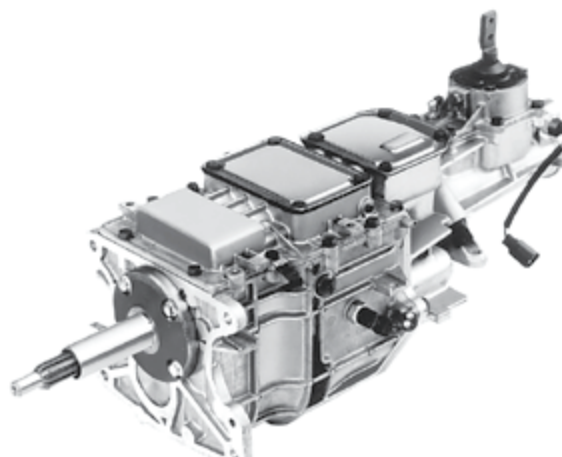
- 600 lb-ft torque capacity
- Gear ratios: 1st 2.87; 2nd 1.90; 3rd 1.34; 4th 1.00; 5th 0.82
- Features improved shift forks, one-piece counter-shaft, gears made of 4615 steel which increases the torque capacity over that of the M-7003-R58 model
- Input shaft is 26 spline and output shaft is 31 spline
- Requires M-6392-R58 Bellhousing to install in a 1979-1995 Mustang
- To fit in a 1979-1993 Mustang, use M-5059-A Crossmember
- To fit in a 1994-1995 Mustang, modify vehicle crossmember, lengthen driveshaft .625" and use E6ZZ-7515-A Clutch Fork
- 31-spline driveshaft yoke required
- Unique clutch disc designed for 26-spline input must be used
- Can be used in 4.6L applications with M-6392-M46 Bellhousing
- Tremec® recommends Synchronesh® fluid



TREMEC® 5-SPEED EXTRA HD TRANSMISSION (CLOSE RATIO 26 SPLINE)

M-7003-R58H

- Close ratio 1st through 4th
- 600 lb-ft torque capacity
- Gear ratios: 1st 2.87; 2nd 1.90; 3rd 1.34; 4th 1.00; 5th 0.68
- Features improved shift forks, one-piece counter-shaft, gears made of 4615 steel which increases the torque capacity over that of the M-7003-R58 model
- Input shaft is 26 spline; output shaft is 31 spline
- Requires M-6392-R58 Bellhousing to install in a 1979-1995 Mustang
- For 1979-1993 Mustang applications, use M-5059-A Crossmember (1979-1981 will require modification)
- For 1994-1995 Mustang applications, modify vehicle crossmember, lengthen driveshaft .625" and use E6ZZ-7515-A Clutch Fork
- 31-spline driveshaft yoke required
- Requires M-7550-T302 Clutch Disc (10.5") designed for use with 26-spline input
- Can be used in 4.6L applications with M-6392-M46 Bellhousing and M-7560-T46 Clutch Kit (11")
- Tremec® recommends Synchronesh® fluid



TREMEC® UPGRADED SUPER-DUTY T-5 TRANSMISSION

M-7003-Z

- 1979-1993 Mustang V8 only
- Heavy-duty "world class" T-5 5-speed manual transmission with short throw shifter
- 300 lb-ft torque capacity
- Gear ratios: 1st 2.95; 2nd 1.94; 3rd 1.34; 4th 1.00; 5th 0.63
- Double moly 2nd speed, 3rd speed and countershaft cluster gears
- Carbon fiber 3-4 blocker rings
- Improved synchronizers and bearings
- 1-1/16" diameter 10-spline input shaft
- 28-spline output shaft

- 7-tooth speedometer drive gear
- Cobra-style pocket bearing
- Steel input bearing retainer
- Transmission uses Mercon® fluid or Dexron III



ADJUSTABLE #3 CROSSMEMBER TRANSMISSION MOUNT

M-5059-A

This crossmember is a double hump design that simplifies installation of dual exhaust systems on Fox-bodied vehicles. The outer tubes are not welded to the center support, and thus can be adjusted to fit most engine/transmission combinations. It directly fits all Fox-bodied vehicles with a 4.5" dimension between the crossmember mounting brackets. It can be used on Fox vehicles with a 2.75" mounting dimension by relocating the brackets. It does not fit 1982 and later Continental or 1984 and later Mark VII, because they have a unique crossmember.

4.5" MOUNTING DIMENSION

YEAR	FOX VEHICLE
1980-1988	T-Bird/Cougar
1982-1993	Mustang/Capri
1982	Fairmont/Zephyr
1983 and later	LTD/Marquis

2.75" MOUNTING DIMENSION

YEAR	FOX VEHICLE
1978-1981	Fairmont/Zephyr
1979-1981	Mustang/Capri
1981-1982	Granada/Monarch

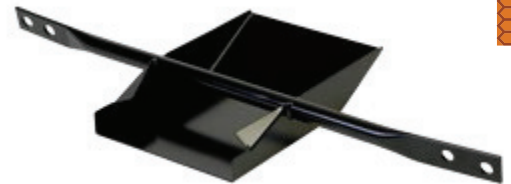


MUSTANG BOSS 302 MANUAL TRANS COOLER AIR SCOOP

M-5025-MBR

- Transmission cooler scoop original equipment on 2012-2013 Mustang BOSS 302 Laguna Seca
- Fits 2011-2014 Mustang GT with manual transmission and 2012-2013 Mustang BOSS
- Replaces OEM pencil brace

This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.



T-5 BEARING RETAINER

M-7050-A Fits 1983-1993 V8 applications

M-7050-B Fits 1994-1995 V8 applications

- Replacement T-5 bearing retainer with steel throw-out bearing sleeve
- Fits production and Ford Racing T-5 transmissions
- Length from trans face to end of sleeve is 4.480" for M-7050-A and 5.160" for M-7050-B



AUTOMATIC TRANSMISSION DIPSTICK/TUBES

M-6750-D303 Fits case fill C-4 transmissions

M-6750-E303 Fits C-6 transmissions

- Chrome dipstick, tube assembly and bracket



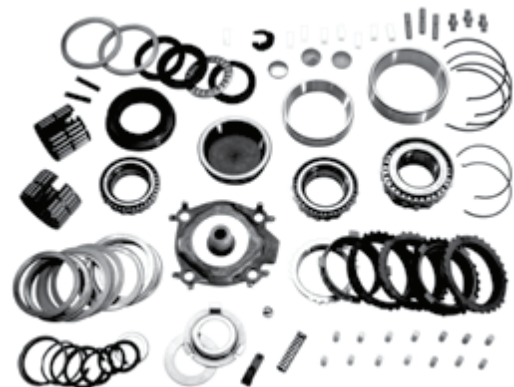
T-5 REBUILD KIT

M-7000-A

This 94-piece world-class T-5 transmission rebuild kit can be used on all of the following T-5 applications:

- M-7003-Z Transmission
- M-7003-A Transmission
- M-7003-X Transmission
- 1985-1995 5.0L Mustang
- 1985-1993 2.3L Mustang
- 1985-1986 2.3L Mustang SVO
- 1985-1988 2.3L Thunderbird Turbo Coupe
- 1994-current 3.8L V6 Mustang with T-5 transmission

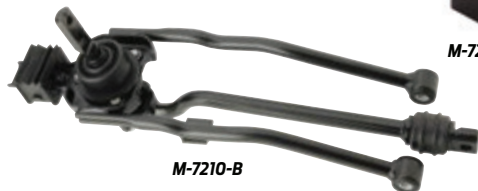
NOTE: ① 1987-1993 models will require additional input bearing and race. See your Ford and Lincoln dealer.



2007-2009 MUSTANG SVT SHORT THROW SHIFTER

M-7210-B*

- Fits 2007-2009 Mustang SVT
- Urethane body vibration isolators
- 25% reduction in throw
- Bolts in stock location
- Requires reuse of production stick and knob or the Ford Performance exclusive M-7213-J Black Knob and Stick or M-7213-K White Knob and Stainless Steel Stick



M-7210-B



M-7213-J

M-7213-K



2011-2014 MUSTANG V6/GT 6-SPEED SHIFTER

M-7210-MGTB*

- Fits 2011-2014 Mustang GT, V6 and BOSS 302 with 6-speed manual transmission
- Shorter shift throws than OEM shifter
- Blue anodized shifter handle and bracket
- Includes white "Ford Racing" logo shifter ball. "Ford Racing" shifter ball and adapter only fits cars originally equipped with leather shift knob. Will not fit vehicles originally equipped with aluminum shift knob
- Vehicles originally equipped with aluminum shift knob require reuse of factory shift knob or installation of BR3Z-7277-A Shifter Boot
- Retains reverse lock-out



1979-2004 MUSTANG HURST® T-5/T-45 SHIFTER

M-7210-M

- Fits T-5 and T-45 transmission. Does not fit Tremec® 3650 transmission, 2001 and newer Mustang Cobra, Mustang Bullitt and Mustang GT (3650 transmission has the drain plug in the bottom of the case)
- One-piece 6061-T6 aluminum CNC-machined base
- Positive stops to prevent over-travel
- Super short throw
- Chrome stick and white knob
- Fits 1979-1995 V8 Mustang with T-5 transmission
- Fits 1994-2004 V6 Mustang with T-5 transmission
- Fits 1996-2001 V8 Mustang with T-45 transmission



T-56 CHROME SHIFTER

M-7210-T56

- Shifter fits most Ford T-56 variants
- Features a chrome stick and white knob
- Does not fit 2005 and newer Mustang
- Not recommended for 2003-2004 Cobra. Handle angle interferes with center stack



1983-2004 MUSTANG BLACK LEATHER SHIFT KNOB 5-SPEED

M-7213-G

- Fits 1983-2004 Mustang with 5-speed transmission
- Black leather shift knob with brushed aluminum insert on the top, inscribed with 5-speed pattern



2005-2010 MUSTANG V6/GT SHORT THROW "FORD RACING" BLACK SHIFT KNOB (5-SPEED)

M-7213-P

- "Ford Racing" black shift knob inscribed with 5-speed pattern. See M-7213-N for White Shift Knob
- Fits M-7210-MGTA 2010 Mustang GT Short Throw Shifter
- Fits M-7210-MGT 2005-2009 Mustang GT Short Throw Shifter
- Fits M-7210-T1 2005-2009 Mustang GT Short Throw Shifter
- Fits M-7210-MV6A 2010 Mustang V6 Short Throw Shifter
- Fits M-7210-MV6 2005-2009 Mustang V6 Short Throw Shifter
- Fits M-7210-V 2005-2009 Mustang V6 Short Throw Shifter



*This component is eligible for the Ford Performance Parts Limited Warranty. See the Ford Performance Parts Limited Warranty on pages 257-263 for details.

MODULAR BELLHOUSING INSTALLATION KIT

M-7771-A

Kit includes:

- One clutch ball stud
- Seven bellhousing-to-block bolts
- Two starter index plate-to-bellhousing bolts
- Fits M-6392-M46 Bellhousing. See M-7007-A for Starter Index Plate



302/351 T-5 BELLHOUSING

M-6392-E

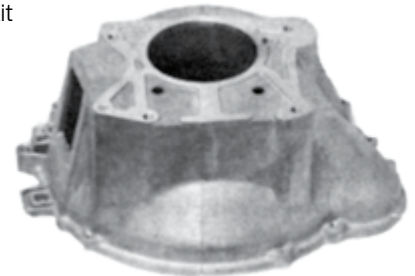
- 1979-1993 5.0L Mustang T-5 bellhousing. Will also fit 289/302/351C/351W
- Can be used as a replacement part or for building a kit car or street rod
- Cast aluminum
- Requires diaphragm-type clutch. With 10-spline input shaft, use M-7560-A302N Clutch Kit
- Can be used with M-7007-B Starter Index Plate
- Can be used with M-7553-A302 Clutch Linkage Upgrade Kit



302/351 BELLHOUSING FOR TREMEC® 5-SPEED

M-6392-R58

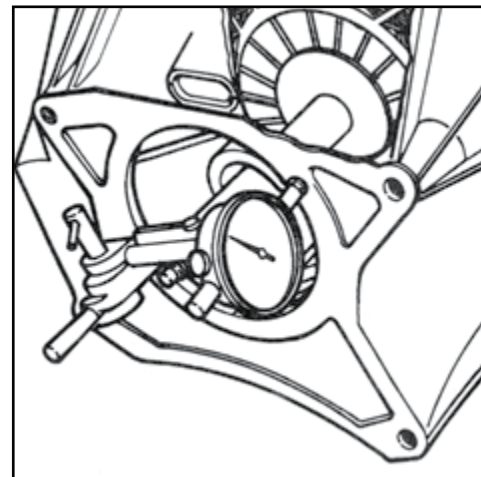
- Unique bellhousing required for M-7003-R58C and M-7003-R58H Tremec® 5-Speed Transmission
- Fits 289/302/351C/351W engines with 157-tooth flywheel
- Designed for 1979-1993 Mustang V8 clutch fork
- Requires diaphragm-type clutch. With 10-spline input shaft, use M-7560-A302N Clutch Kit
- Can be used with M-7007-B Starter Index Plate
- Can be used with M-7553-A302 Clutch Linkage Upgrade Kit



4.6L/5.0L/5.4L MODULAR BELLHOUSING

M-6392-M46

- 4.6L/5.4L Tremec® 3550 Cobra R bellhousing
- Use to mate the Tremec® 3550 transmission to the 4.6L/5.0L 4V Ti-VCT/5.4L modular engines
- Minor modification is required for transmission clearance and mounting in some applications
- Cast aluminum production-style bellhousing
- Also works with 5.0L Ti-VCT engine
- Can also be used with M-7007-A Starter Index Plate
- Can also be used with M-7515-A Clutch Release Lever
- Can also be used with M-7771-A Bellhousing Installation Kit



See Bellhousing Alignment Tech Tip on page 193.

BOLT – RING GEAR TO DIFFERENTIAL CASE

M-4216-A200 Package of 100

M-4216-A210 Package of 10

- 7/16"-20 x .9375" bolt
- The most popular 9" ring gear bolt, for use on open differentials, Detroit Lockers and spools

NOTE: Will NOT fit Traction-Lok differentials. Same as flywheel bolts, see page 188.



STARTER INDEX PLATE MODULAR BLOCK AUTOMATIC TRANSMISSION

M-6373-A

- Metal plate that goes between the block and the transmission bellhousing
- Fits 4.6L/5.4L modular engine with production automatic transmissions 4R70, 4R75, 4R100
- The starter index plate positions the starter to ensure proper starter drive to flywheel ring gear alignment



8.8" RING GEAR BOLT SET

M-4216-A300 Package of 10

- 7/16"-20 x .875" bolts
- Set of 10 bolts
- Can also be used for automatic transmission flywheels



11" PRESSURE PLATE BOLT AND DOWEL KIT

M-6397-A46

- Use with Ford Racing flywheels on 4.6L engines to align and attach the 11" diaphragm-style clutch and pressure plate to the flywheel
- This kit includes two sets of dowel pins (early and late applications) that are necessary to align and stiffen the pressure plate shell
- Includes six 10 mm x 1.5 pressure plate bolts and dowel pins for use with 11" modular flywheel

NOTE: If the dowels are not used, the clutch may chatter and the engine vibrate.



4.6L MANUAL FLYWHEEL BOLT

M-6379-B

- Fits 4.6L modular engines with manual transmission flywheels
- M10 x 1 x 26.5 bolt
- Package of 8



PRESSURE PLATE BOLT AND DOWEL KIT

M-6397-B46

- For use with Ford Racing and production flywheels on 4.6L and 5.0L Coyote engines to align and attach the 11" 6- or 9-bolt diaphragm-style pressure plate to the flywheel
- Increased clamp load over stock bolts on 1999-2010 applications
- This kit includes
 - Six dowel pins total, three for early applications, three for later applications
 - Nine 10 mm x 1.5 pressure plate bolts for use with 11" modular flywheel

NOTE: If the dowels are not used, the clutch may chatter and the engine vibrate.



STARTER INDEX PLATE MODULAR BLOCK MANUAL TRANSMISSION

M-7007-A

- Metal plate that goes between the block and the transmission bellhousing
- Fits 4.6L/5.4L modular engine with manual transmission except Ford GT
- Fits M-6392-M46 Bellhousing
- The starter index plate positions the starter to ensure proper starter drive to flywheel ring gear alignment



STARTER INDEX PLATE SMALL BLOCK MANUAL TRANSMISSION

M-7007-B

- Metal plate that goes between the block and the transmission bellhousing
- Fits 1979-1995 Mustang V8 with manual transmission and production bellhousing
- Fits M-6392-E and M-6392-R58 Bellhousing
- The starter index plate positions the starter to ensure proper starter drive to flywheel ring gear alignment



10.5" PRESSURE PLATE BOLT AND DOWEL KIT

M-6397-A302










- Use with Ford Racing flywheels to align and attach the 10.5" diaphragm-style clutch pressure plate to the flywheel. For 11" clutch application, see M-6397-A46
- This kit includes three dowel pins that are necessary to align and stiffen the pressure plate shell

NOTE: If these dowels are not used, the clutch may chatter.

- This kit includes six 8 mm bolts with integral lock washers
- NOTE:** Ford Racing and production flywheels have metric bolt holes for diaphragm-style clutches. Ford Racing billet steel flywheels have metric bolt holes for diaphragm-style clutches and 5/16"-18 SAE bolt holes for "long" style clutches.



MANUAL TRANSMISSION FLYWHEELS FOR PUSH ROD ENGINES

PART NUMBER		MATERIAL/ WEIGHT	CLUTCH DAMPER ASSEMBLY COUNTER BORE	RING GEAR	CRANK BOLTS	UNBALANCED	APPLICATION
M-6375-A302B ①		Billet Steel 23 lbs	6.00"	157-Tooth	6 bolts	28.2 oz.-in.	Pre-1981 302 engines and 351 engines using 157T flywheels with 10.5" diaphragm clutch. Meets SFI 1.1
M-6375-A302AB ①		Aluminum 12 lbs	6.00"	157-Tooth	6 bolts	28.2 oz.-in.	Pre-1981 302 engines and 351 engines using 157T flywheels with 10.5" diaphragm clutch. Reduced rotating mass. Meets SFI 1.1
M-6375-B302 ①		Cast Iron		157-Tooth	6 bolts	50.0 oz.-in.	1981 and later 302 engines. Direct replacement for 1986-1995 5.0 Mustang
M-6375-C302B ①		Billet Steel 23 lbs	6.00"	157-Tooth	6 bolts	50.0 oz.-in.	1981 and later 302 engines using 157T flywheels with 10.5" clutch. Meets SFI 1.1.
M-6375-D302B ①		Billet Steel 23 lbs	6.00"	157-Tooth	6 bolts	0 oz.-in.	All small blocks using 157T flywheel, 10.5" diaphragm clutch with 0-unbalance rotating assemblies. Meets SFI 1.1
M-6375-D302AB ①		Aluminum 12 lbs	6.00"	157-Tooth	6 bolts	0 oz.-in.	All small blocks using 157T flywheel, 10.5" diaphragm clutch with 0-unbalance rotating assemblies. Reduced rotating mass. Meets SFI 1.1
M-6375-K302		Billet Steel 30 lbs	6.00"	164-Tooth	6 bolts	28.2 oz.-in.	Pre-1981 302 engines and 351 engines using 164T flywheels. 10.5" long, 11" long and diaphragm clutches. Meets SFI 1.1
M-6375-M302		Billet Steel 30 lbs	6.00"	164-Tooth	6 bolts	0 oz.-in.	All small blocks using 164-tooth flywheels with 0-unbalance rotating assemblies. 10.5" long, 11" long and diaphragm. Meets SFI 1.1
M-6375-N427		Billet Steel 29 lbs	6.00"	184-Tooth	6 bolts	0 oz.-in.	Fits 1965 and newer 360, 390, 427 FE engines. 11" long and diaphragm, 11.5" and 12" long clutches. Meets SFI 1.1

NOTES:

- ① Diaphragm clutch uses metric bolts and dowel pins. Requires metric N602549-S51M Pressure Plate Bolts and D1FZ-6397-B Alignment Dowel Pins or M-6397-A302 Ford Racing Kit.








M-6375-D302B shown



M-6375-A302B shown

MANUAL TRANSMISSION FLYWHEELS FOR MODULAR ENGINES

PART NUMBER		MATERIAL/ CLUTCH DAMPER WEIGHT	CLUTCH DAMPER ASSEMBLY COUNTER BORE	RING GEAR	CRANK BOLTS	UNBALANCED	APPLICATION
M-6375-D46 ①②		Nodular Iron	6.320" 21 lbs	164-Tooth	6 bolts	0 oz.-in.	4.6L SOHC Mustang with 10.5" clutch. Has increased rpm capacity over stock cast iron flywheel
M-6375-F46A ①②③		Billet Steel	6.00" 29 lbs	164-Tooth	6 bolts	0 oz.-in.	Fits 6-bolt 4.6L Mustang with 10.5" clutch and some 11" clutch applications. Does not fit 2005-2010 Mustang production clutch disc. Meets SFI 1.1
M-6375-G46A ①②③		Billet Steel	6.00" 29 lbs	164-Tooth	8 bolts	0 oz.-in.	Fits 8-bolt 4.6L Mustang with 10.5" clutch and some 11" clutch applications. Does not fit 2005-2010 Mustang production clutch disc. Meets SFI 1.1
M-6375-M50 ①②③		Billet Steel	7.050" 20 lbs	164-Tooth	8 bolts	0 oz.-in.	Fits 8-bolt crank 4.6L and 5.0L Coyote engines with 11" clutch applications. Does not fit 2005-2015 Mustang production clutch disc. Replaces M-6375-G46A. Saves 9 lbs. Meets SFI 1.1
M-6375-R00A ①②③		Aluminum	6.200" 12 lbs	164-Tooth	8 bolts	0 oz.-in.	Fits 8-bolt 4.6L Mustang with 10.5" clutch and some 11" clutch applications. Does not fit 2005-2010 Mustang production clutch disc. Reduced rotating mass. Meets SFI 1.1

NOTES:

- ① Diaphragm clutch uses metric bolts and dowel pins. Requires metric N602549-S51M Pressure Plate Bolts and DIFZ-6397-B Alignment Dowel Pins or M-6397-A302 Ford Performance Kit.
- ② 4.6L engines may have 6 or 8 bolts to attach to the crankshaft. Check the engine code before ordering. Romeo-built engines have 6 bolts and Windsor-built engines have 8 bolts. All Cobra engines have 8 bolts. The 8th character in the VIN is (X) for Windsor engine plant or (W) for Romeo engine plant.
- ③ Requires M-6397-A46 Bolt and Dowel Kit for 11" clutch applications.



M-6375-R00B shown



M-6375-R00A shown

Did you know...

1968-1980 302 engines were built with a 28oz imbalance factor.





1981-2001 302 engines were built with a 50oz imbalance factor.

1969-1997 351W engines were built with a 28oz imbalance factor.

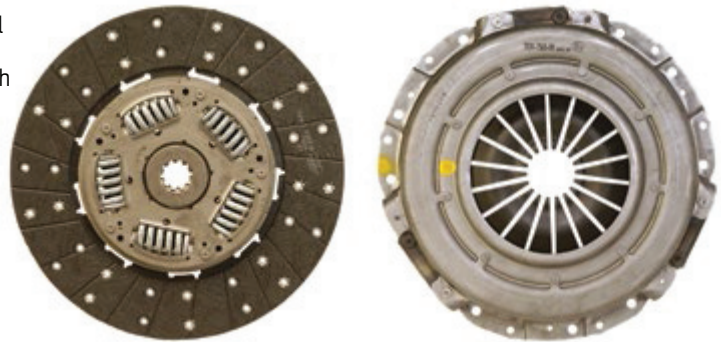
1970-1974 351C engines were built with a 28oz imbalance factor.

NOTE: Severe engine damage will result if you use the wrong flywheel or damper on your engine.

CLUTCHES

PART NUMBER	DESCRIPTION	ENGINE	DIAMETER	SPLINE	TECHNICAL INFORMATION
M-7560-A302N ①②③④	HD Clutch Kit	SBF V8	10.5"	1-1/16" x 10 spline	Consists of M-7550-A302N Disc, M-7563-A302N Pressure Plate and D9ZZ-7548-A Throwout Bearing.
M-7560-T46  ①	11" Clutch Kit	4.6L DOHC	11"	1-1/8" x 26 spline	Kit contains 11" clutch disc with 26-spline hub and pressure plate. Clutch disc with carbon/copper lining on pressure plate side. Centrifugal assist design pressure plate with 25% more torque capacity than production Cobra. Used when installing M-7003-R58C and M-7003-R58H Transmission into 1996-2004 4.6L Mustang with production 11" flywheel or M-6375-F46, M-6375-G46 or M-6375-R00 Ford Performance Flywheels.
M-7550-X302  ①②③	Disc	SBF V8	10.5"	1-1/16" x 10 spline	HD disc with carbon/copper lining on flywheel side and carbon lining on pressure plate side.
M-7550-T302  ①③	Disc	SBF V8	10.5"	1-1/8" x 26 spline	HD disc with carbon/copper lining on flywheel side and carbon lining on pressure plate side. Designed for 26-spline shaft on M-7003-R58C and M-7003-R58H Transmissions. Will work with M-7563-A302N/B302/C302N/D302 Pressure Plates.
M-7563-B302  ①③④	Pressure Plate	SBF V8	10.5"	1-1/16" x 10 spline	HD diaphragm-type with centrifugal assist. Has approx. 25% more capacity than stock Mustang unit. Cast iron plate.

- NOTES:** ① Clutches have NO warranty!
 ② All clutch discs have 1.0625"-10 spline hub.
 ③ Fits all 1986-2001 Mustang GT, 1993-1998 Cobra with T-5 or T-45 transmissions. 2001-2004 Mustang GT with 3650 transmission and 1999-2003 Cobra use an 11" clutch. OK to mix and match Ford Racing clutch discs and pressure plates but do NOT install a FRPP pressure plate with a stock disc or vice versa as disengagement problems may occur. Installation of 10.5" clutch assemblies on 1979-1985 vehicles equipped with 10" clutch requires new flywheel (see page 173). Metric fasteners and dowel pins must be used with 10.5" clutches.
 ④ Requires metric N602549-S51M Pressure Plate Bolts and D1FZ-6397-B Alignment Dowel Pins or M-6397-A302 Ford Racing Kit (see page 52).




1979-2004 MUSTANG V8 HD THROWOUT BEARING

- M-7548-A** 
- Fits 1979-2004 Mustang with manual transmission and V8 engine
 - Self-centering bearing design
 - Heavy-duty design lasts longer than most aftermarket bearings




ROLLER PILOT BEARING FOR 289/302/351C AND 351W

- M-7600-A** 
- Production roller pilot bearing fits 289, 302, 351C and 351W crankshafts
 - Designed for .669-diameter input shaft
- NOTE:** Pre-greased – do not add extra grease. Clutch and bearing damage may occur.



ROLLER PILOT BEARING 4.6L/5.4L AND 5.0L 4V Ti-VCT MODULAR ENGINES

- M-7600-B** 
- Production roller pilot bearing fits 4.6L/5.4L and 5.0L 4V Ti-VCT modular engines
- NOTE:** Pre-greased – do not add extra grease. Clutch and bearing damage may occur.



1979-1993 V8 MUSTANG CLUTCH LINKAGE UPGRADE KIT

M-7553-A302

- This kit consists of a beefed-up clutch release fork and heavy-duty self-adjusting high-lubricity polymer-lined clutch cable
- Fits 1979-1993 Mustang with factory self-adjusting clutch quadrant
- Can be used with M-7548-A HD Throwout Bearing
- Can be used with M-7554-A Topside Clutch Adjuster and M-7583-A Double Hook Clutch Quadrant

NOTES:

- 1984 and later cars have heavy-duty cable as original equipment.
- 1986 and later cars have beefed-up clutch release fork as original equipment.
- To install this kit in 1979-1981 vehicles with manual adjustment clutch mechanisms, the 1982 and later self-adjusting quadrant mechanism must be purchased from Ford and Lincoln dealers.



1982-2004 V8 MUSTANG ADJUSTABLE CLUTCH LINKAGE KIT

M-7553-B302 Cable and quadrant 1982-1995

M-7553-C302 Adjustable clutch service cable 1982-1995

M-7553-D302 Cable and quadrant 1996-2004

M-7553-E302 Adjustable clutch service cable 1996-2004

- Includes all parts required to convert stock non-adjustable clutch cable to fully adjustable type
- Now you can adjust clutch pedal travel to your driving habits
- M-7553-C302 Service Cable



2005-2014 MUSTANG HIGH-PERFORMANCE CLUTCH FLUID LINE UPGRADE

M-7512-A

- Service replacement for the following Mustang race cars: FR500CJ, FR500C, FR500S, BOSS 302R and BOSS 302S
- Fits 2005-2014 Mustang V6, GT, BOSS 302 and Shelby GT500 Mustang with manual transmission
- Upgraded clutch fluid line for high-temperature, high-performance applications
- Replaces factory plastic line
- Stainless steel hard line with braided stainless steel flex hose reduces line expansion
- Includes No. 10 O-rings



1979-2004 V6 AND V8 MUSTANG TOPSIDE CLUTCH ADJUSTER

M-7554-A

- Fits 1979-2004 V6 and V8 Mustang
- Allows you to adjust clutch engagement without going under the car
- Eliminates the rubber bushing at the engine compartment bulkhead for more precise clutch action



1982-2004 V8 MUSTANG DOUBLE-HOOK CLUTCH QUADRANT

M-7583-A

- Fits 1982-2004 V8 Mustang
- Double-hook design lets you use an adjustable clutch cable or topside clutch adjuster and stock cable
- CNC-machined from billet aluminum



1996-2004 MUSTANG CLUTCH RELEASE LEVER

M-7515-A

- Fits 1996-2004 V8 Mustang
- Stock replacement clutch release lever
- Can be used with M-6392-M46 Bellhousing
- Can be used with M-7548-A HD Throwout Bearing



8.8" AXLE GIRDLE COVER KIT M-4033-G2



- Fits 8.8" axle
- Fits 1986-2004 Mustang GT
- Low profile design also fits 2005-2014 Mustang GT and 2007-2014 Shelby GT500 Mustang except 2013-2014 Track Pack option
- Light-weight 356T6 aluminum casting replaces rear cover on 8.8"
- Load bolts provide additional support for differential bearing caps
- Increase ring and pinion gear life
- Will not fit IRS; see M-4033-G3



NOTE:

- Check exterior clearance to chassis/suspension.
- Optional differential cooler on 2013-2014 Shelby GT500 requires modifications.

1999-2004 COBRA IRS AXLE GIRDLE COVER M-4033-G3

- Fits 1999-2004 Mustang Cobra
- Load bolts provide additional support for differential bearing caps
- Increased ring and pinion gear life
- Fits IRS only



8.8" ALUMINUM AXLE COVER WITH DIFFERENTIAL COOLER PORTS M-4033-KA

- Original equipment on 2013-2014 Mustang Shelby GT500 with Track Pack option
- Fits 8.8" Ford rear end, except IRS
- Recommended for road racing or extended high-speed/high-temperature applications to reduce gear oil break down, increase gear and bearing life
- Cooling fins help reduce gear oil temperature
- Cover machined for differential cooler pickup and return fittings. 1/2-14 NPSF dryseal straight pipe threads
- Pipe plugs installed, must be removed to install differential cooler fittings
- Includes 10 hex-head bolts with anaerobic yellow thread locking compound
- Includes 7/16-20 UNF vent plug when used in applications with alternative vent provisions
- Cover machined for temp sensor with M10 x 1.6-6h threads
- Will not fit IRS differential or with differential mounted anti-lock brake exciter ring



1979-2004 MUSTANG 8.8" AXLE INSTALLATION KIT M-4050-B



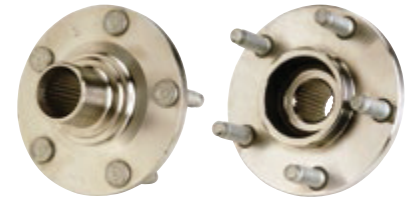
- Fits 1979-2004 non-IRS Mustang axle
- Contains two bushings, two C-locks and one 4oz bottle of M-19546-A12 Friction Modifier



KIT CAR IRS HUB M-1109-A



- 5 x 4.5" bolt circle, 2.775" wheel pilot hub for popular Mustang size wheels
- Should be used with M-5970-A IRS Knuckle Kit
- Original equipment on 1999-2004 Mustang Cobra



KIT CAR IRS BEARING M-1215-A



- For use with M-1109-A Kit Car IRS Hub
- Original equipment on 1993-1998 Mark VIII, 1989-1997 Thunderbird and 1999-2004 Cobra



KIT CAR IRS KNUCKLE SET M-5970-A



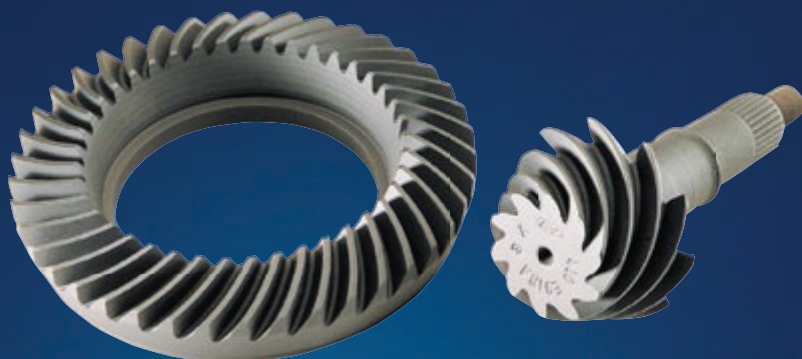
- Knuckles for use in kit car IRS systems
- Original equipment on 1989-1997 Thunderbird and 1993-1998 Mark VIII
- Includes M-1215-A
- Use with M-1109-A, sold separately
- Hub not included





FORD PERFORMANCE

Ring Gear Sets



- OEM Quality – Our superior surface finish, hardening and manufacturing consistency provide the strongest and quietest 8.8" gears on the market!
- 8.8" gears available in 3.08, 3.15, 3.27, 3.31, 3.55, 3.73, 4.10 and 4.56 ratios. 7.5" gears available in 3.73 and 4.10 ratios.
- Now available 8.8" gears for 2015 and 2016 MY Mustang in 3.55, 3.73 and 4.10 ratios.
- Made in the USA at Ford's Sterling Axle Plant.
- Race Proven – Ford Performance 8.8" gears are the choice of championship road racing and drag racing teams.



Go Further

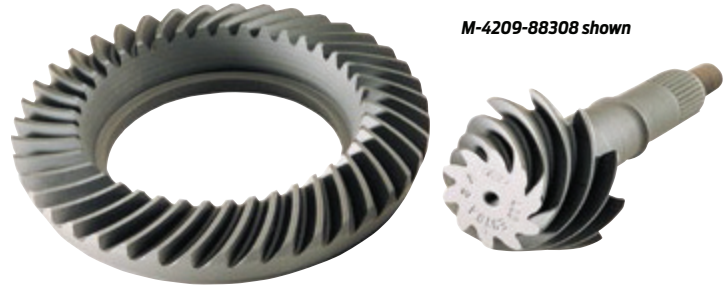
8.8" RING GEAR AND PINION SETS



PART NUMBER	AXLE	RING & PINION
MUSTANG/RANGER/F-150		
M-4209-88308	8.8"	3.08
M-4209-88315	8.8"	3.15
M-4209-88327	8.8"	3.27
M-4209-88331	8.8"	3.31
M-4209-88355	8.8"	3.55
M-4209-88373	8.8"	3.73
M-4209-88410	8.8"	4.10
M-4209-88456	8.8"	4.56

For 2015-2016 Super 8.8" ratios, see page 21

The 8.8" rear end has been the standard in performance since its introduction in the Mustang in 1986, and Ford Racing is the manufacturer of choice when it's time to hop-up your axle.



M-4209-88308 shown

- **Made in the United States** at Ford's Sterling Axle Plant (competitors in our price range primarily produce in China)
- **OEM quality**—Our superior surface finish, hardening and manufacturing consistency provide the strongest and quietest 8.8" gears in the market! Higher quality gears mean more satisfied customers!
- **Race proven**—Ford Performance 8.8" gears are the choice of championship road racing and drag racing teams

When your plans call for an 8.8" gear, look for the only gear good enough to wear the Ford Oval.
When you're purchasing a new 8.8" gear set, make sure your bearings and shims are up to the task with Ford Performance Installation Kits!

2003-2004 COBRA PINION FLANGE

M-4851-B

- Fits 8.8" axles, original equipment on 2003-2004 Mustang Cobra and F-150
- <4.250" U-joint flange bolt circle (3.500" U-joint flange bolt circle use M-4851-C)
- Replaces E9TZ-4851-A



PINION FLANGE 8.8" AXLE

M-4851-C

- Fits 8.8" axles except 2003-2004 Mustang Cobra IRS, F-150 and 2005-up Mustang
- 3.500" U-joint flange bolt circle (4.250" U-joint flange bolt circle use M-4851-B)
- Replaces E9SZ-4851-A



UNIVERSAL PINION NUT

M-4213-A

- Universal-design 3/4-20 hex flange pinion lock nut
- Fits 6.75", 7.5", 8.8" and 9" axle assemblies
- Flange diameter 1.610"
- 100 per pack



8.8" RING AND PINION INSTALLATION KIT

M-4210-A

- Fits all 8.8" axles 1986-2014 including IRS
- Perfect for new gear installation in vehicles when new bearings are not required
- Kit includes:
 - Pinion and carrier shims
 - Crush sleeve
 - Pinion nut
 - Pinion seal
 - Ring gear bolts
 - Cover gasket



8.8" RING GEAR AND PINION INSTALLATION KIT

M-4210-B2

- Fits all 8.8" axles 1986-2014 including IRS except 2013 BOSS and 2013-2014 GT500
- Excellent upgrade for all 8.8" rear ends
- High-torque bearing adds durability for modified vehicles
- Contains all components from M-4210-A plus all differential bearings

NOTE: Does not fit 2013 BOSS or 2013-2014 GT500 with axle codes S-215-D and S-219-D.



8.8" RING AND PINION INSTALLATION KIT

M-4210-C3

- Fits all 1986-2004 8.8" axle assemblies except IRS differential
- Contains all components from M-4210-B2 plus M-1225-B 8.8" Axle Bearing and Seal Kit
- Kit includes:
 - 2012 Shelby GT500 high-torque pinion bearing
 - Pinion and carrier shims
 - Crush sleeve
 - Pinion nut
 - Pinion seal
 - Ring gear bolts
 - Mustang GT carrier bearings
 - Gear-marking compound
 - Cover gasket



8.8" AXLE BEARING AND SEAL KITS

M-1225-B

- Fits 1986-2004 Mustang
- 8.8" outer axle shaft bearing and seal kit for non-IRS axles
- Kit contains two outer axle shaft bearings and seals
- 2.256" O.D. bearing

M-1225-B1

- Fits the 2005-2014 Mustang GT and Mustang GT500
- 8.8" outer axle shaft bearing and seal kit
- Kit contains two outer axle shaft bearings and seals
 - 2.5308"/2.5315" bearing O.D.
 - 1.6189"/1.6194" bearing I.D.

M-4413-A

- For use in rebuild 8.8" IRS differentials prior to 2015-2016 Mustang. Will not fit 2015-2016 Mustang
- Kit includes two inner stub shaft pilot bearings and two inner stub shaft pilot bearing housing seals



M-1225-B shown



M-4413-A shown

7.5" RING GEAR AND PINION INSTALLATION KIT

M-4210-B75

- Fits all 7.5" axles
- Excellent upgrade for all 7.5" rear ends
- High-torque bearing adds durability for modified vehicles
- Kit includes:
 - 2012 Shelby GT500 high-torque pinion bearing
 - Pinion and carrier shims
 - Crush sleeve
 - Pinion nut
 - Pinion seal
 - Ring gear bolts
 - Heavy-duty carrier bearings
 - Gear-marking compound



Photo may vary

8.8" TRACTION-LOK REBUILD KIT

M-4700-B

- Fits 8.8" Traction-Lok differentials prior to 2015-2016 Mustang. Will not fit 2015-2016 Mustang Super 8.8"
- Kit includes:
 - Clutch pack
 - Shims
 - Differential pin lock bolt with thread lock
 - CM-19546-A1 Friction Modifier



8.8" TRACTION-LOK REBUILD KIT WITH CARBON DISCS

M-4700-C

- Fits all 8.8" Traction-Lok differentials
- Carbon fiber discs designed for higher torque usage
- Used in 2003-2004 Cobra and Mustang GT500
- Kit includes:
 - Carbon fiber clutch pack
 - Shims
 - 31-spline S-spring. 28-spline applications require use of 28-spline S-spring (not included)
 - Differential pin lock bolt with thread lock
 - Instruction sheet



FRICTION MODIFIER FOR CLUTCH-TYPE LIMITED-SLIP DIFFERENTIALS

M-19546-A12

- Case of 12 (single bottles Part # CM-19546-A1)
- Specially formulated additive to provide smooth operation of clutch-type limited-slip differentials



8.8" T-2 TORSEN® DIFFERENTIALS

M-4204-T31

- 8.8" differential
- Fits 31-spline axles
- Torsen® T-2 type differential
- Features full-time torque-sensing, torque-biasing differential
- Fits solid axle and 2000-2004 Cobra IRS with 31 spline
- M-4204-T28 fits solid axle and 1999 Cobra/Thunderbird/Mark VII with IRS (2000-2004 Cobra has 31 spline)



2012-2013 MUSTANG BOSS 302 TORSEN® DIFFERENTIAL

M-4204-MB

- Fits 2005-2014 Mustang GT and 2007-2014 Shelby GT500 with 8.8" axle and 31 spline
- Fits 8.8" axle with 31 spline
- 8.8" Torsen® differential
- 2.7 drive bias ratio
- 31 spline
- Features full-time torque-sensing, torque-biasing differential
- Standard on 2012-2013 BOSS 302 Mustang Laguna Seca package
- Will accept anti-lock exciter ring
- Does not fit IRS applications



MUSTANG FR500S DIFFERENTIAL

M-4204-T31H

- 8.8" differential
- Fits 31 spline axles
- Torsen® T-2R (Race) type differential with high bias 4.0 ratio
- To achieve the higher bias ratio, the assembly is more complex and designed for race durability
- Service part for the Mustang FR500S race car
- Can be used for performance street or road race applications
- Not for use in drag race applications
- Does not fit IRS applications



8.8" TRACTION-LOK LIMITED SLIP DIFFERENTIAL

M-4204-F318C

- 8.8" differential
- Fits 31-spline axles
- Fits solid or independent rear suspension
- Carbon fiber clutch plates for increased durability
- Will accept anti-lock exciter ring
- Requires 4oz of CM-19546-A1 Friction Modifier with initial fill
- Original equipment in 2003-2004 Mustang Cobra



SPEED-DIAL SPEEDOMETER ADJUSTER M-4209ADPT-AC



- Used to correct speedometer because of tire size or gear ratio changes
- Fits 1994-2004 Mustang manual and automatic transmission
- Fits 2005-2010 Mustang with manual transmission. Will correct speedometer. It has no limit on magnitude of gear ratio change for manual transmission vehicles
- Fits 2005-2010 Mustang automatic transmission. Will correct speedometer to equivalent of 10% gear ratio change, higher or lower

NOTE: To maintain cruise control function on 2005-2010 Mustang automatic and manual transmissions, gear change is limited to equivalent of 5% higher or lower ratio (<+/-5% change). For example, a gear change from 3.55 to 3.73 results in a gear ratio reduction of 4.8% so cruise control will continue to operate normally. A gear ratio change from 3.55 to 4.11 results in a gear ratio reduction of 13.6% so cruise control operation is lost.

- The speed-dial scales a frequency-based vehicle speed signal up/down to maintain accurate vehicle speed indication to the instrument cluster and PCM
- Easy 4-wire installation
- No reprogramming of PCM necessary



SPEEDOMETER GEAR USAGE CHART — 7.5" AND 8.8" AXLE

The chart specifies the driven gear recommended to obtain approximately correct mph readings when the listed Ford Racing ring and pinion gearsets are used in conjunction with the indicated speedometer drive gear and Mustang original equipment 15"/16"/17" tires (800-815 revolutions/mile). A dash in the chart indicates that particular combination cannot be obtained. If you are using oversize/undersize tires, obtain the revolutions/mile information from the tire manufacturer and plug it into the formula below. The part numbers of the various speedometer drive and driven gears are shown in the charts. The gears can be obtained from any Ford and Lincoln dealer. They are not available from Ford Racing. The drive gears on T-5/T-45/SROD/Tremec® manual transmissions can be changed. The drive gear on Ford rear-wheel automatic transmissions is machined into the output shaft. Changing the drive gear is impractical since it requires a new output shaft and transmission teardown. Most have 7 or 8 teeth.

SPEEDOMETER DRIVEN GEAR TEETH			
AXLE RATIO	DRIVE GEAR TEETH		
	6T	7T ①	8T ②
3.08	—	18	20
3.27	16	19	21
3.45/3.55	17	20	—
3.73	18	21	—
4.10	20	—	—
4.30	21	—	—

- NOTES:** ① Used in most vehicles with V8 and T-5 transmissions from 1983-1989 and 1996-1998 Cobra with T-45 transmissions.
 ② Used on 1990-1995 Mustang V8 with T-5 transmissions and 1996-1998 Mustang GT with T-45 transmissions.
 ③ Discontinued.

T-5 MANUAL TRANS. DRIVE GEARS (17285)			MANUAL TRANS. DRIVEN GEARS (17271)			AUTO TRANS. DRIVEN GEARS (17271)		
NUMBER OF TEETH	COLOR	SERVICE PART NUMBER	NUMBER OF TEETH	COLOR	SERVICE PART NUMBER	NUMBER OF TEETH	COLOR	SERVICE PART NUMBER
6	Black	E3ZZ-B	16	Wine	CODZ-A	16	Blue	D0AZ-A ③
7	Yellow	E3ZZ-A	17	White	C3DZ-C	17	Green	C7SZ-A
8	Green	FOZZ-A	18	Yellow	CODD-B	18	Gray	C7SZ-B ③
T-45 MANUAL TRANS. DRIVE GEARS (17285)			19	Pink	CODZ-B	19	Tan	C7VY-A
			20	Black	CIDZ-A	20	Orange	C8SZ-B
7		F6ZZ-AA	21	Red	C4OZ-A	21	Purple	D0OZ-B
8		F6ZZ-BA						

SPECIAL APPLICATIONS DRIVEN GEAR CALCULATION EXAMPLE

STEP 1

If your axle/tire combination is not in the above charts, you can calculate the number of teeth required on the driven gear by using this formula:

STEP 2

- T-5 Trans.
- Drive Gear Teeth = 7
- Axle Ratio = 3.73
- Tire Rev. Per Mile = 815 (225/60 VR15)

STEP 3

You would select driven gear with closest whole number of teeth, which would be the 21-tooth C4OZ-17271-A part.

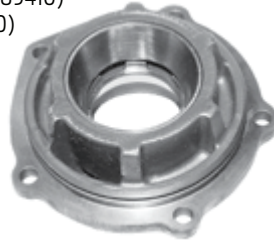
$$\text{Driven Gear Teeth} = \frac{\text{Drive Gear Teeth} \times \text{Axle Ratio} \times \text{Tire Rev. Per Mile}}{1000} = \frac{7 \times 3.73 \times 815}{1000} = 21.3 \text{ (driven gear teeth)}$$

9" "DAYTONA" PINION BEARING RETAINER

M-4614-B

- Nodular iron
- Pinion bearing retainer is a direct fit and functional replacement for the C3AZ-4614-B unit, which is no longer serviced by Ford Customer Service Division
- Comes complete with TBAA-4616-A (HM89410) Large Rear Cup and B7A-4614-A (M88010) Small Front Cup

NOTE: Use TBAA-4621-A (HM-89443) Large Rear Bearing and B7A-4621-A (M-88048) Small Front Bearing with these retainers.



9" "BENDA" AXLE PINION SEAL

M-4676-A111

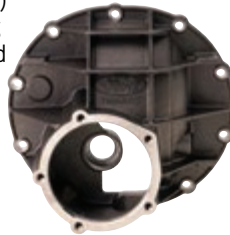
- This premium 9" pinion oil seal was developed for high-speed, high-temperature applications
- Developed by Dave Benda, Materials Control Supervisor, Ford Sterling Plant



9" STEEL DIFFERENTIAL CARRIER

M-4141-HS

- Fits 9" Ford rear-end housing
- Developed using Finite Element Analysis (FEA) to withstand the demands of NASCAR® racing
- Steel casting has nearly double the tensile and yield strength and elongation vs. cast iron
- Case investment cast from 8620 steel
- Bearings caps machined from 4130 steel
- ARP® bolts
- 3.250" differential bearing diameter
- Approximate weight: 21 lbs



9" TRAC-LOK LIMITED SLIP DIFFERENTIAL

M-4204-F28A 28 spline

M-4204-F31A 31 spline

- 9" differential
- 4-spring aggressive torque bias
- Street/strip application
- 1536 steel billet case caps
- Cast high-strength nodular iron case
- OEM profile gears made of high-manganese, high-chromium alloy steel
- Rebuildable



BOLT – RING GEAR TO DIFFERENTIAL CASE

M-4216-A200 Sold in pkg. of 100, 7/16"-20 x .9375" bolt

M-4216-A210 Sold in pkg. of 10, 7/16"-20 x .9375" bolt

- The most popular 9" ring gear bolt, for use on open differentials, Detroit Lockers and spools

NOTE: Will NOT fit Traction-Lok differentials. Same as flywheel bolts, see page 188.



9" DIFFERENTIAL BEARING ADJUSTER LOCK AND BOLT KIT

M-4144-B

- Includes two locks and two bolts to secure differential bearing adjusting nuts on 9" nodular carriers produced after November 1989



2011-2014 ONE-PIECE MUSTANG GT DRIVESHAFT

M-4602-MGTM

- Fits 2011-2014 Mustang GT 5.0L manual transmission
- One-piece aluminum construction eliminates center bearing found in OE driveshaft
- Reduced overall weight and rotating mass
 - Delivers improved driving performance
 - Provides quicker acceleration
- 3.5" diameter
- 1350 U-joints
- 1430 mm long (CL to CL of U-joints)
- Bolts to OE Mustang transmission flange
- Will not fit automatic transmission
- Off-road use only



HD ALUMINUM DRIVESHAFT ASSEMBLY

M-4602-G 28 Spline

M-4602-J 31 Spline

- M-4602-G fits 1979-1995 Mustang/Capri 5.0L vehicles with T-5/SROD/C-4/AOD, 1979-1993 with Tremec® transmissions and 7.5" or 8.8" axles. 28-spline yoke
- M-4602-J fits 1996-2004 Mustang and 1996-1998 Cobra 4.6L with manual transmission. 31-spline yoke
- High-strength, 3.5" diameter 0.114" wall thickness 6061-RT62 aluminum seamless drawn tube
- 1330 U-joints 45.5" long (CL to CL of U-joints)
- Will not fit 1999-2004 Cobra



DRIVESHAFT YOKE 31 SPLINE

M-4841-A

- Fits 31-spline output shafts
- The splines have an undercut .530" long, with a 1.425" I.D.
- Uses 1330 U-joints
- Use with production T-45, C-6, 3550 and 3650 transmissions
- U-joint cap diameter, 1.062"
- U-joint width, 3.500"
- Yoke O.D., 1.685". Machined area length, 6.068"
- Center of U-joint to front of yoke, 7.750" (approx.)



DRIVESHAFT SLIP YOKE 28 SPLINE

M-4841-B

- For replacement use or custom driveshaft construction
- Fits 28-spline output shafts
- No undercut on splines
- Uses 1330 U-joint
- Fits C-4, AOD and T-5 transmissions
- U-joint cap diameter, 1.062"
- U-joint width, 3.500"
- Yoke O.D., 1.500". Machined area length, 4.680"
- Center of U-joint to front of yoke, 6.760" (approx.)



COBRA JET DRIVESHAFT LOOP

M-5478-CJ

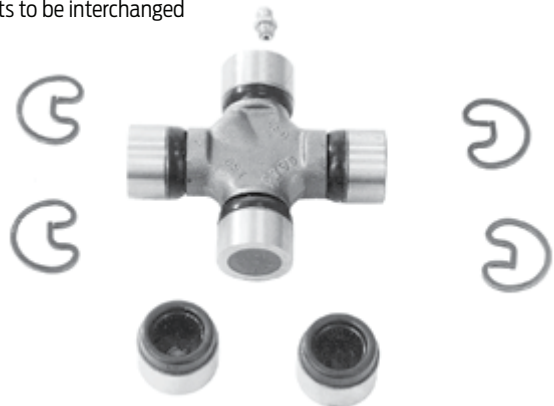
- Service replacement for the Mustang FR500CJ race car
- Meets most drag racing sanctioning body requirements
- Contains driveshaft in the event of front U-joint breakage
- Fits 2005-2009 Mustang with TR6060 transmission
- For use with one-piece driveshafts only



SPECIAL U-JOINT KIT

M-4635-A

- Kit consists of a hybrid 1310/1330 series cross, plus
 - Four 1.0625" O.D. caps and locking clips
 - Two 1.125" O.D. caps and locking clips
- Allows small and large Ford drivetrain components to be interchanged



APPEARANCE/DRESS-UP



FORD RACING GAUGE COLLECTION



CHROME BEZEL SERIES KIT ①

M-19017-B961

Bezel embossed with Ford emblem

- Luxurious chrome design with white background, gray sweep zone, black graphics and needle-style pointer
- Includes all components necessary to install
- All gauges are electric operation. Case diameter is 3-1/8" (speedometer) and 2-1/16" (water, oil, fuel and battery)
- Fuel-level sender compatibility is 240 OHM empty, 33 OHM full – 12 volt
- Fuel-level sender is adjustable from 6" to 23"
- Speedometer②, oil pressure gauge and sender, water temperature gauge and sender, fuel level gauge and sender and battery voltage gauge

NOTES:

① 5-gauge kit includes: speedometer, oil pressure gauge and sender, water temperature gauge and sender, fuel level gauge and sender and battery voltage gauge.

② Needles do not zero.



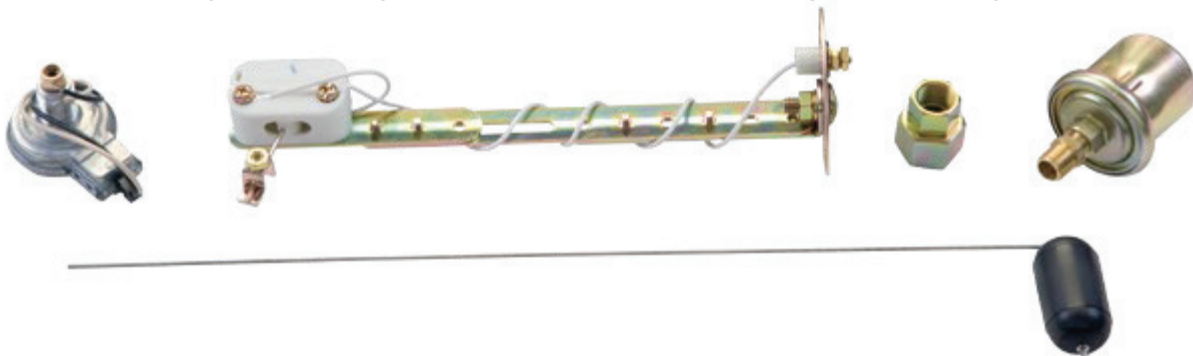
**Oil
Pressure
Gauge**

**Water
Temperature
Gauge**

Speedometer

**Fuel
Level
Gauge**

**Battery
Voltage
Gauge**



FORD RACING MUSTANG GAUGE PACK

M-6304GPACK-MA

- Original equipment on 2012 Mustang BOSS 302 Laguna Seca
- Designed for use in 2010-2014 Mustang GT, 2012-2013 Mustang BOSS 302
- Includes dash-mounted gauge pod and three 2-1/16" gauges
- Oil pressure gauge
- Vehicle performance gauge
- Water temperature gauge
- Includes unique Ford Racing adapter plate for easy installation
- Easy installation with included wiring harness and detailed instructions
- Perfect for street and open track use



FORD RACING MUSTANG DASH GAUGE POD

M-6304GPOD-A

- Fits 2005-2014 Mustang GT, Shelby GT500 and Mustang V6
- Gauge pod accepts three standard 2-1/16" gauges
- Includes dash mounting bracket





FORD RACING COMPETITION GAUGES

Ford Racing through-the-dial LED competition-style gauges.

These high-quality, full-sweep gauges, available in 2-1/16" diameter along with our 3-3/8" tachometer with shift light, all sport the red and blue "Ford Racing" logo on a black background with white numerals.



M-9275-BFSE

2-1/16" Electric
Fuel Pressure Gauge
0-100 psi



M-9278-BFSE

2-1/16" Electric
Oil Pressure Gauge
0-100 psi



M-10883-BFSE

2-1/16" Electric
Water Temperature Gauge
100°-260°F



M-10885-BFSE

2-1/16" Electric
Pyrometer measures
from 0-1600°F.
Includes K-type
thermocouple



M-11622-BFSE

2-1/16" Electric
Vacuum/Boost
Pressure Gauge
30inHg/30 psi



M-17360-B

3-3/8" Electric Pedestal Mount
Shift Light Tachometer
10,000 rpm



MUSTANG SUPER COBRA JET 5" TACHOMETER W/SHIFT LIGHT

M-17360-SCJ

The Super Cobra Jet tachometer is the newest complement to the full line of Ford Racing gauges. Featuring the "Cobra Jet" logo, this is the exact tach/shift light combo used in the Mustang Cobra Jet race cars.

- Through-the-dial LED lighting
- Adjustable shift light

APPEARANCE/DRESS-UP

CHROME ALUMINUM VALVE COVERS



M-6582-LE302C

- Fits 289/302/351W
- Die-cast aluminum with baffle
- Chrome finish
- "Ford Racing" logo
- Will clear stud girdle and roller rocker arms (3.75" tall)
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



289/302/351W CIRCLE TRACK VALVE COVERS



New and improved circle track valve covers as used on the Ford Racing 347 and 374 sealed racing engines. The breather stacks have been moved to the front of the valve cover for air-box clearance and are now welded to the valve cover to insure against oil leaks. Inside, the breather stack oil control baffle is also welded in place for durability.

- Fits 289/302/351W
- Two 1-3/8" x 3-1/4" breather stacks in the left-side valve cover – welded in place
- Includes two clamp-on breathers
- Polished die-cast aluminum
- "Ford Racing" logo – laser-etched
- Will clear stud girdle and roller rocker arms (3.880" tall)



BLACK SATIN VALVE COVERS



M-6582-LE302SBK

- Fits 289/302/351W
- Die-cast aluminum with baffle
- Black satin finish
- Cobra snake logo laser-etched
- Will clear stud girdle and roller rocker arms (3.75" tall)
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



BLACK SATIN VALVE COVERS



M-6582-LE302BK

- Fits 289/302/351W
- Die-cast aluminum with baffle
- Black satin finish
- "Ford Racing" logo
- Will clear stud girdle and roller rocker arms (3.75" tall)
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



BLACK SATIN VALVE COVERS



M-6582-A

- Fits 289/302/351W (except EFI)
- Die-cast aluminum with baffle
- Black satin finish
- "Cobra Powered by Ford" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



POLISHED ALUMINUM VALVE COVERS



M-6582-F303

- Fits 289/302/351W (except EFI)
- Die-cast aluminum with baffle
- Polished finish
- "Cobra" logo (original open letter Cobra)
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



BLUE SATIN VALVE COVERS



M-6582-LE302BL

- Fits 289/302/351W
- Die-cast aluminum with baffle
- Blue satin finish
- "Ford Racing" logo
- Will clear stud girdle and roller rocker arms (3.75" tall)
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



BLACK SATIN VALVE COVERS



M-6582-F302

- Fits 289/302/351W (except EFI)
- Die-cast aluminum with baffle
- Black satin finish
- "Cobra" logo (original open letter Cobra)
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



BLACK SATIN VALVE COVERS



M-6582-A301R

- Fits 289/302/351W (except EFI)
- Die-cast aluminum with baffle
- Black satin finish
- "Ford Racing" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- Has 1.200" round oil fill/PCV holes
- 50-state street legal when installed with appropriate closed PCV hardware



POLISHED ALUMINUM VALVE COVERS



M-6582-F301

- Fits 289/302/351W (except EFI)
- Die-cast aluminum with baffle
- Polished finish
- "Mustang Powered By Ford" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- Has 1.200" round oil fill/PCV holes
- 50-state street legal when installed with appropriate closed PCV hardware



BLACK SATIN VALVE COVERS



M-6582-B301

- Fits 289/302/351W (except EFI)
- Die-cast aluminum with baffle
- Black satin finish
- "Mustang Powered By Ford" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- Has 1.200" round oil fill/PCV holes
- 50-state street legal when installed with appropriate closed PCV hardware



POLISHED ALUMINUM VALVE COVERS



M-6582-A302R

- Fits 289/302/351W (except EFI)
- Die-cast aluminum with baffle
- Polished finish
- "Ford Racing" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- Has 1.200" round oil fill/PCV holes
- 50-state street legal when installed with appropriate closed PCV hardware



BLACK SATIN SMALL BLOCK 427 VALVE COVERS



M-6582-W427B

- Fits 289/302/351W (except EFI)
- Pentroof 427-style, used on Ford Racing SB 427 crate engines
- Die-cast aluminum with baffle
- "427 Cobra" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware
- Valve covers are not compatible with M-6584-A50 Gasket, Fel-Pro® VS 13264T recommended



FORD RACING 289-351 SLANT EDGE VALVE COVER BLACK



302-135

- Fits 289/302/351W
- Die-cast aluminum with baffle
- Satin black finish
- Raised "Ford Racing" logo
- Not designed for use on factory 5.0L EFI intake manifold
- Will clear stud girdle and roller rocker arms (3.35" tall)
- Includes long bolts for center upper bolt hole (one per valve cover)
- Includes oil fill cap grommets
- 50-state street legal when installed with appropriate closed PCV hardware



FORD RACING 289-351 SLANT EDGE VALVE COVER POLISHED



302-138

- Fits 289/302/351W
- Die-cast aluminum with baffle
- Polished aluminum finish
- Recessed "Ford Racing" logo
- Not designed for use on factory 5.0L EFI intake manifold
- Will clear stud girdle and roller rocker arms (3.35" tall)
- Includes long bolts for center upper bolt hole (1 per valve cover)
- Includes oil fill cap grommets
- 50-state street legal when installed with appropriate closed PCV hardware



FORD RACING 289-351 SLANT EDGE VALVE COVER BLUE



302-136

- Fits 289/302/351W
- Die-cast aluminum with baffle
- Ford Blue finish
- Raised "Ford Racing" logo
- Not designed for use on factory 5.0L EFI intake manifold
- Will clear stud girdle and roller rocker arms (3.35" tall)
- Includes long bolts for center upper bolt hole (one per valve cover)
- Includes oil fill cap grommets
- 50-state street legal when installed with appropriate closed PCV hardware



FORD RACING 289-351 SLANT EDGE VALVE COVER GRAY



302-137

- Fits 289/302/351W
- Die-cast aluminum with baffle
- Gray crinkle finish
- Raised "Ford Racing" logo
- Not designed for use on factory 5.0L EFI intake manifold
- Will clear stud girdle and roller rocker arms (3.35" tall)
- Includes long bolts for center upper bolt hole (one per valve cover)
- Includes oil fill cap grommets
- 50-state street legal when installed with appropriate closed PCV hardware



FORD RACING 289-351 SLANT EDGE VALVE COVER CHROME



302-139

- Fits 289/302/351W
- Die-cast aluminum with baffle
- Chrome finish
- Recessed "Ford Racing" logo
- Not designed for use on factory 5.0L EFI intake manifold
- Will clear stud girdle and roller rocker arms (3.35" tall)
- Includes long bolts for center upper bolt hole (1 per valve cover)
- Includes oil fill cap grommets
- 50-state street legal when installed with appropriate closed PCV hardware



APPEARANCE/DRESS-UP

BLACK SATIN VALVE COVERS



M-6000-C302

- Fits 1986-1993 EFI Mustang
- Die-cast aluminum with baffle
- Black satin finish
- "Cobra" logo (original open letter Cobra)
- May require modifications for roller rockers
- Includes oil fill cap
- 50-state street legal



POLISHED ALUMINUM VALVE COVERS



M-6000-D302

- Fits 1986-1993 EFI Mustang
- Die-cast aluminum with baffle
- Polished finish "Cobra" logo (original open letter Cobra)
- May require modifications for roller rockers
- Includes oil fill cap
- 50-state street legal



BLACK SATIN VALVE COVERS



M-6000-E302

- Fits 1986-1993 EFI Mustang
- Die-cast aluminum with baffle
- Black satin finish
- "Mustang Powered By Ford" logo
- May require modifications for roller rockers
- Includes oil fill cap
- 50-state street legal



POLISHED ALUMINUM VALVE COVERS



M-6000-F302

- Fits 1986-1993 EFI Mustang
- Die-cast aluminum with baffle
- Polished finish
- "Mustang" logo
- May require modifications for roller rockers
- Includes oil fill cap
- 50-state street legal



BLACK SATIN VALVE COVERS



M-6000-J302R

- Fits 1986-1993 EFI Mustang
- Die-cast aluminum with baffle
- Black satin finish
- "Ford Racing" logo
- May require modifications for roller rockers
- Includes oil fill cap
- 50-state street legal



BLACK SATIN TRUCK VALVE COVERS



M-6582-A351R

- Fits 302 and 351W EFI trucks
- Die-cast aluminum with baffle
- Black satin finish
- "Ford Racing" logo
- May require modifications for roller rockers
- Includes oil fill cap
- 50-state street legal



POLISHED ALUMINUM VALVE COVERS

M-6582-Z351

- Fits 1969-1970 BOSS 302/351C/351M/400
- Die-cast aluminum with baffle
- Polished finish
- "Ford Racing" logo
- Will clear stud girdle and roller rocker arms (4" tall)
- Includes oil fill cap and grommets



CLEVELAND BLACK ALUMINUM VALVE COVERS



M-6582-Z351B

- Fits 1969-1970 BOSS 302/351C/351M/400
- Die-cast aluminum with baffle
- Satin finish
- "Ford Racing" logo accent in red
- Will clear stud girdle and roller rocker arms (4" tall)
- Includes black oil fill cap and grommets



POLISHED ALUMINUM VALVE COVERS



M-6582-A342R

- Fits 1969-1970 BOSS 302/351C/351M/400
- Die-cast aluminum with baffle
- Polished finish
- "Ford Racing" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



BLACK SATIN VALVE COVERS



M-6582-C351BK

- Fits 1969-1970 BOSS 302/351C/351M/400
- Die-cast aluminum with baffle
- Black satin finish
- "351 CLEVELAND" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



POLISHED ALUMINUM VALVE COVERS

M-6582-C460

- Fits 429/460
- Die-cast aluminum with baffle
- Polished finish
- "Ford Racing" logo
- Will clear stud girdle and roller rocker arms (4.5" tall)
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



BLACK SATIN VALVE COVERS



M-6582-A341R

- Fits 302 BOSS/351C/351M/400
- Die-cast aluminum with baffle
- Black satin finish
- "Ford Racing" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



POLISHED ALUMINUM VALVE COVERS



M-6582-C351PD

- Fits 1969-1970 BOSS 302/351C/351M/400
- Die-cast aluminum with baffle
- Polished finish
- "351 CLEVELAND" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware



BLACK SATIN VALVE COVERS



M-6582-B

- Fits 352/360/390/427/428
- Die-cast aluminum with baffle
- Black satin finish
- "Cobra Le Mans" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- Has 1.200" round oil fill/PCV holes
- 50-state street legal when installed with appropriate closed PCV hardware



289-302-351W SB FORD RACING BLACK RIBBED ALUMINUM VALVE COVER



M-6582-W351PR

- Fits 289/302/351W (except EFI)
- Pentroof 427 style 4.500" tall
- Used on Ford Racing SB X302E/B, Z363FT/RT and Z427AFT/RT crate engines
- Die-cast aluminum with baffle
- Black satin finish
- "Ford Racing" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- 50-state street legal when installed with appropriate closed PCV hardware
- Valve covers are not compatible with M-6584-A50 Gasket; Fel-Pro® VS 13264T recommended



POLISHED ALUMINUM VALVE COVERS



M-6582-A427

- Fits 352/360/390/427/428
- Die-cast aluminum with baffle
- Polished finish
- "Cobra Le Mans" logo
- May require modifications for roller rockers
- Includes oil fill cap and grommets
- Has 1.200" round oil fill/PCV holes
- 50-state street legal when installed with appropriate closed PCV hardware





Ford 289-302-351W Slant-Edge Valve Covers

Turn heads with this new aggressive and modern look for your engine. As a result of innovative mold design, these die-cast valve covers offer more internal clearance for large valve train applications. With **11** choices available, they will provide a totally personalized look. Tall, with a removable baffle. Grommets and bolts included. Sold in pairs. U.S. Pat. D670,360.

Note: Not for use on engines with EFI manifolds.

Ford RACING

- Black Crinkle, Raised emblems 302-135
- Ford® Blue, Raised emblems..... 302-136
- Cast Gray Crinkle, Raised emblems..... 302-137
- Polished, Recessed black emblems 302-138
- Chrome, Recessed black emblems..... 302-139

Ford MUSTANG

- Black Crinkle, Raised emblems 302-140

Ford RACING Collector's Series

- Green, Raised emblems..... 302-141
- White, Raised emblems..... 302-142
- Red, Raised emblems..... 302-143
- Yellow, Raised emblems..... 302-144
- Powdercoat-Ready, Raised emblems **NEW!** 302-146

Cash Rebates!

NEW Products!

Ford 289-302-351W Stamped Steel Valve Covers

These affordable, high-quality stamped steel valve covers are offered in a deep chrome-plated look, black crinkle and the new carbon-style look. In addition to the classic raised Ford RACING emblem, you may choose from a new selection of recessed styles featuring the striking COBRA, MUSTANG and RACING emblems. All valve covers include baffles and grommets. Sold in pairs.

Note: Not for use on engines with EFI manifolds.



Ford RACING

Chrome, Embossed emblems	302-070
Black Crinkle, Red emblems.....	302-072
Chrome, Black emblems.....	302-071
Carbon-Style, Red emblems.....	302-008

Ford MUSTANG

Black Crinkle, Red emblems.....	302-101
Chrome, Black emblems	302-100

Ford COBRA

Black Crinkle, Red emblems.....	302-117
Chrome, Black emblems.....	302-116



Ford 289-302-351W Die-Cast Aluminum Valve Covers

New Ford COBRA and Ford MUSTANG styles join the venerable Ford RACING style. These premium valve covers are "tall", and designed to clear roller rockers and polylock nuts. They have recessed emblems with inlaid paint. All valve covers include baffles and grommets. Sold in pairs.

Note: Not for use on engines with EFI manifolds.

Ford RACING

Polished, Black emblems (was M-6582-E302P)	302-001
Chrome, Black emblems (was M-6582-R302)	302-002
Black Crinkle, Red emblems (was M-6582-L302) ...	302-003

Ford COBRA

Polished, Black emblems	302-055
Black Crinkle, Red emblems	302-056

Ford MUSTANG

Polished, Black emblems	302-030
Black Crinkle, Red emblems	302-031

*Except those in categories with asterisks, these products are not legal for sale or use on pollution-controlled vehicles.





Engine Dress-Up Kits

Give your Ford engine a complete makeover with our new Ford RACING dress-up kits! Available in four different styles, perfect for customizing your engine and giving it that "complete look." *Note: Hold-down clamps not shown.*

Deluxe Kits with recessed emblems and inlaid paint

- Black Crinkle, Red emblems302-500
- Chrome, Black emblems302-510
- Carbon-Style, Red emblems302-520

Traditional Kit with embossed emblems

- Chrome, Embossed emblems302-515



HOT LOOK!

Carbon-Style

DRESS-UP KITS	302-500	302-510	302-515	302-520
Valve Covers	302-072	302-071	302-070	302-008
Air Cleaner	302-352	302-351	302-350	302-354
Air Breather Cap	302-216	302-215	302-215	66013
12 Mini Nuts	302-316 x3	302-315 x3	302-315 x3	-
Oil Dipsticks	-	-	302-401	-
Wire Looms	-	-	302-636	-
Hold-Downs	Included	Included	Included	Not Included

Air Cleaners

The air cleaner is one of the most visible parts on a car's engine, so now is the time to add a premium Ford RACING, MUSTANG or COBRA emblem to your ride for the perfect customized look! These 13" diameter air cleaners fit 2V and 4V carburetors, and are supplied with a 2-5/8" high filter element. The tops and bases have matching finishes (excluding Carbon-Style and Polished), and each kit is supplied with necessary mounting hardware. Classic air cleaner kits are supplied with special die-cast Ford Oval center nuts (also offered separately).

Technical Note: After installing a new air cleaner kit, always lower the hood slowly to confirm sufficient clearance visually. Minimum clearance of 4" is required from the top of the carburetor gasket area to the underside of the hood.



Classic Stamped Steel Air Cleaner Kits

Ford RACING

Black Crinkle, Red emblem	302-352
Chrome, Embossed emblems (was M-9600-A302R).....	302-350
Chrome, Black emblem	302-351
Carbon-Style, Red emblem	302-354

Ford COBRA

Black Crinkle, Red emblem	302-372
Chrome, Black emblem	302-371

Ford MUSTANG

Chrome, Black emblem	302-361
Black Crinkle, Red emblem	302-362

Slant-Edge Air Cleaner Kits NEW!

A NEW aluminum air cleaner design that will give your engine the new look you've been craving! This new design is a perfect addition to slant-edge valve covers, or any polished finish valve covers. Patent pending.



Ford RACING

Black Crinkle, Raised emblems	302-380
Ford® Blue, Raised emblems.....	302-381
Cast Gray Crinkle, Raised emblems.....	302-382
Polished, Recessed black emblems	302-383
Chrome, Recessed black emblems.....	302-384

Air Cleaner Center Nuts*

Add some extra flair to your custom air cleaner by topping it with a distinctive Ford or Mustang center nut available in chrome or black finishes. Fits 1/4-20 carburetor studs.



Ford Oval

Chrome (was M-9697-A)	302-333
Black Crinkle	302-334
Black Crinkle, Red emblem	302-339

Updated Mustang Pony Emblem!



Mustang Pony

Chrome (was M-9697-C)	302-337
Black Crinkle	302-338

*Except those in categories with asterisks, these products are not legal for sale or use on pollution-controlled vehicles.



Oil Filler Cap*

Screw-in oil filler cap prominently displays the Ford Oval. This is a direct replacement part.



Chrome (was M-6766-F302)..... **302-230**

Mini Nuts*

High-quality steel mini nuts are the perfect way to finish your engine dress-up project. Small and unobtrusive with the Ford Oval cut sharply into the top. All nuts are supplied with a separate stud which permits precise gasket positioning on the head prior to mounting the valve covers. 1/4-20 threads. Does not fit FE engines. 4 per package.



Chrome (was M-6680-A) **302-315**

Black Crinkle **302-316**

Air Breather Caps

The top of each air breather cap is embossed handsomely with Ford RACING, COBRA or MUSTANG emblems. The perfect complement to your valve covers. Push-in unless noted.



Ford RACING

Chrome (twist type, not shown) (was M-6766-A302)..... **302-200**

Chrome (was M-6766-B302) **302-215**

Black Crinkle **302-216**

Chrome, filter, with hood (not shown) (was M-6766-K302)..... **302-235**

Chrome, filter, without hood (was M-6766-H302)..... **302-236**

Black Crinkle, filter, with hood **NEW!** **302-233**

Black Crinkle, filter, without hood..... **NEW!** **302-234**

Ford MUSTANG

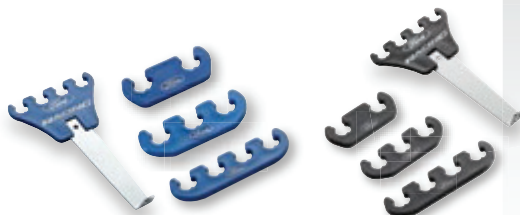
Chrome (not shown)..... **302-220**

Black Crinkle (not shown)..... **302-221**

Ford COBRA

Chrome (not shown)..... **302-225**

Black Crinkle (not shown)..... **302-226**



Engine Oil Dipsticks*

Don't forget the dipstick! Blue anodized aluminum handle is knurled and has the Ford Oval embossed and silver script printed prominently on the top. Fits 289-302-351W engines 1962-1978 only.



Chrome w/Blue anodized aluminum handle

(was M-6750-B302) **302-400**

Chrome (was M-6750-A302) **302-401**

Wing Nuts*

The Ford Oval is cut sharply into the top of each wing nut. The lower ends of the shafts are manufactured with wide shoulders for broad load distribution. All nuts are supplied with a separate stud which permits precise gasket positioning on the head prior to mounting the valve covers. 1/4-20 threads. Does not fit FE engines. 4 per package.



Chrome (was M-6680-A302) **302-325**

Black Crinkle **302-326**

Fuel Pump Block-Off Plates*

Finish your engine off properly with a chrome block-off plate that prominently features the Ford Oval.



Chrome (was M-9351-A302) **302-290**

Black Crinkle **302-291**

Billet Aluminum Keychain*

This billet aluminum piston rod keychain is the perfect gift for the Ford enthusiast. "A little bling for your ring."



Ford Oval Keychain..... **302-700**

Wire Looms and Dividers*

Keep that mess of ignition wires under control with wire looms and dividers. 6 wire dividers per package. Wire looms sold in pairs and fit 289-302-351W engines, 5/16" bolt hole.

Ford RACING Wire Looms

Chrome with Blue (was M-12297-B14)..... **302-636**

Chrome with Black **302-640**

Ford Oval Wire Dividers

Blue: 2-, 3-, 4-wire, 2 each (was M-12297-B02/B03/B04) **302-637**

Black: 2-, 3-, 4-wire, 2 each..... **302-641**

*Except those in categories with asterisks, these products are not legal for sale or use on pollution-controlled vehicles.

BREATHER CAPS W/"FORD RACING" LOGO

- M-6766-FRNVBK** Black powdercoated
M-6766-FRNVBL Blue powdercoated
M-6766-FRNVCH Chrome

- Push-in type
- Laser-etched "Ford Racing" logo
- Open crankcase design
- Fits most 289/302/351W Ford Racing valve covers



M-6766-FRNVBL shown

BREATHER CAP OPEN ELEMENT

M-6766-J302

- Fits valve covers with 1-3/4" breather tube
- Round chrome clamp-on type breather with oil shield
- Includes "Ford Racing" logo on cap top
- Cotton gauze wrapped with mesh wire filter
- Includes stainless steel hose clamp



CHROMED ALUMINUM OIL FILL CAP COVER FOR 4.6L/5.4L/6.8L

M-6766-MP46A

- Fits all years of modular engine
- Installs over factory plastic oil fill cap (not included)
- Features Ford Racing logo painted in blue and red
- Clear coated



BREATHER CAPS W/"FORD RACING" LOGO

- M-6766-FRVBK** Black powdercoated
M-6766-FRVBL Blue powdercoated
M-6766-FRVCH Chrome

- Push-in type
- Laser-etched "Ford Racing" logo
- Closed crankcase design
- Fits most 289/302/351W Ford Racing valve covers



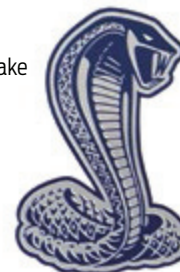
M-6766-FRVBK shown

COBRA INTAKE PLAQUES

M-1447-D46 1996-1998

M-1447-F46 1999-2001

- Cobra intake plaque from 1996-1998 Cobra upper intake manifold
- Designed in the shape of the "Cobra" snake
- High-quality embossed "Cobra" snake
- Blue inlay on brushed aluminum background
- Two-way tape for easy installation
- 4" tall x 2.25" wide



UNIVERSAL VALVE COVER BREATHER CAP GROMMETS

M-6892-F

- Kit includes one (1) grommet for push-in breather cap and one (1) for a PCV valve
- Grommets fit all Ford Racing valve covers for push rod engines
- Grommets designed for 1.200" hole
- Also converts twist-in breather valve cover to push-in style breather



OVAL AIR CLEANER ASSEMBLIES

M-9600-C302 "Cobra" logo

M-9600-K302 "Mustang" logo

- For single 4V carburetors
- Die-cast aluminum lid with stamped steel base
- Black satin finish
- Assembly height is 2.5"
- Includes mounting hardware



APPEARANCE/DRESS-UP

HOOD LATCH AND PIN KIT

M-16700-A

- That competition look you've always wanted is available from Ford Racing
- This is similar to the original hood pin kit used on early Mustang and Fairlane
- Can be used with most original and aftermarket hoods
- This part is not designed to fit on the 2005 and newer Mustang



GENUINE MUSCLE PARTS FENDER COVER

M-1822-A6



- Protect that beautiful paint job from scratches, chemicals and oil with this strong, sturdy and slip-resistant "Genuine Muscle Parts" fender cover
- Measures 27" x 36" and is acid- and grease-resistant
- Features handy "ridged" area in which to place small tools and parts



COBRA JET AND FR500S HOOD PIN KIT

M-16700-S

- Service replacement part for the 2010 Cobra Jet and FR500S Mustang race cars
- Includes one pair of plated hood pins with two-piece clasps



"FORD RACING" FENDER COVER

M-1822-A2

- Protect that beautiful paint job from scratches, chemicals and oil with this strong, sturdy and slip-resistant "Ford Racing" fender cover
- Measures 27" x 36" and is acid- and grease-resistant
- Features handy "ridged" area in which to place small tools and parts



CUSTOM BILLET WIRE LOOMS

M-12297-L900

- Ford Oval billet aluminum spark plug wire looms with ball-milled logos
- Fits 8 mm and 9 mm wire
- Keeps all wires neat and away from headers
- Adjustable brackets fit all big and small block engines except FE V8
- Use with universal spark plug wires



"FORD RACING" TRACK MAT

M-1822-A4

- 2' x 4' folding mat
- Includes "Ford Racing" logo
- 100% polypropylene fibers
- 3/4" closed cell foam
- Impact-absorbing cushion
- Water- and stain-resistant



CHROME IGNITION COIL BRACKET

M-12044-A2

- Universal fit for canister-style ignition coil
- Chrome-plated steel



2007-2009 MUSTANG SVT "COBRA" SNAKE FENDER EMBLEMS

M-1447-C

- Original equipment on 2007-2009 Shelby Mustang GT500
- Includes right- and left-side emblems
- Two-way tape for easy installation
- 4.250" tall x 2.50" wide
- Injection-molded plastic
- Chrome finish



COBRA JET GRILLE EMBLEM

M-16098-CJG

- Inspired by the Ford Racing Cobra Jet Mustang
- Laser-cut metal snake with flames painted red, white and blue
- Complete with two studs for mounting
- Can be affixed to grille or kept as a keepsake
- Approximately 3" tall x 4.5" wide



"COBRA" SNAKE FENDER EMBLEMS

M-1447-SR

- Original equipment on 1994-2004 Mustang SVT Cobra
- Includes right- and left-side emblems
- Two-way tape for easy installation
- 2.875" tall x 1.700" wide
- Injection-molded plastic
- Chrome finish



2011-2014 MUSTANG 5.0L FENDER EMBLEM

M-1447-M50

- Original equipment on 2011-2014 Mustang GT
- Includes right- and left-side emblems
- Two-way tape for easy installation
- Injection-molded plastic
- Chrome finish



"POWERED BY FORD PERFORMANCE" BADGE

M-16098-PBFP

- "Powered by Ford Performance" fender badge
- Chrome-plated 3-dimension nameplate with red, black and blue accents
- 5-5/8" long x 1-5/8" high
- Self-adhesive backing designed for application on flat surfaces
- Includes 2 badges



SVT DECKLID EMBLEM

M-1447-SVT

- Original equipment on Mustang SVT Cobra and Contour SVT
- Similar to SVT emblem used on Focus SVT
- Two-way tape for easy installation
- Injection-molded plastic
- Chrome finish



"POWERED BY FORD RACING" FENDER BADGE

M-16098-PBFR

- "Powered by Ford" classic fender badge
- Chrome-plated 3-dimension nameplate with red, black and blue accents
- 5-5/8" long x 1-5/8" high
- Self-adhesive backing designed for application on flat surfaces
- Includes 2 badges



"FORD RACING" LICENSE PLATES

M-1828-FR Package of 12

M-1828-FRONE Single plate

- This license plate has a blue Ford Oval with red "Racing" logo on white background
- Check with your Ford Racing distributor for single plates
- CM-1828-FRCM



CHROME V8 BADGE

M-7843-V8

- Vintage-style V8 logo
- Two-way tape for easy installation
- 2.5" tall x 1.5" wide
- Injection-molded plastic
- Chrome finish



STAINLESS STEEL "FORD RACING" LICENSE PLATE FRAME

M-1828-SS304B

- Dress up your vehicle with this high-quality license plate frame
- Brushed 304 stainless steel with black laser-etched "Ford Racing" logo



APPEARANCE/DRESS-UP

E-Z UP® INSTANT SHELTERS®

"Ford Performance" E-Z UP® Instant Shelter®

Includes: top, frame and cover bag; blue with white logo.

PART NUMBER	SIZE
M-1827-T10A	10' x 10'
M-1827-T20A	10' x 20'

ACCESSORIES

"Ford Performance" E-Z UP® Instant Shelter® sidewall

With large "Ford Performance" logo; blue with white logo.

PART NUMBER	SIZE
M-1827-W10A	10' Sidewall*

*Two 10' sidewalls are required to cover a 20' section.

- E-Z Up® portable shelters are available in 2 sizes
- White "Ford Performance" logo over blue top
- White, powdercoated, rust-resistant steel frame with blue commercial grade 500 denier polyester top
- Patented, elevated center design for increased headroom
- Reinforced trusses with aircraft strength fasteners
- Improved auto peak® auto-slider® offer smoother setup
- Telescoping legs lock into place using the new toggle lock and release system
- Cover bag included
- Sent directly from the manufacturer, please allow 2-3 weeks for delivery

ORDER THESE PRODUCTS FROM ANY FORD PERFORMANCE DEALER. NO RETURN ON SPECIAL ORDERS.



"FORD RACING" MINI-DECALS

M-1820-B1

Pkg. of 25 single sheets of "peel-off" vinyl decals. Includes (4) small, (1) medium and (1) large decal. Overall size of group - approximately 6" x 1-3/4". White with blue "Ford" and red "Racing".



"FORD RACING" VINYL DIE-CUT 15" DECAL

M-1820-FR15

- 15" "Ford Racing" logo decal red and blue
- Die-cut decals are cut around the letters and logos within the decal to make it appear to be printed directly onto surface after it is applied
- Sold in package of 10



"FORD RACING" TIRE SHADE

M-1822-A3

"Ford Racing" tire shade blocks the sun's hot rays from your rear tires and keeps them cool for more consistent pressures at the track.

- Size 42" x 36"
- Safely attaches to body panels via five heavy-duty suction cups
- Made from durable white vinyl with screen printed "Ford Racing" logo
- Fits over most wheel opening sizes



"FORD RACING" 50' PENNANT STRING

M-1827-P1

- Ideal for races, car shows, car clubs, promotions, garage or den
- White with blue lettering on heavy-gauge plastic



"FORD PERFORMANCE" BANNER 2' X 5'

M-1827-FP

- Size: 2' high x 5' wide
- Multi-purpose banners ideal for races, car shows, car clubs, promotions, garage or man cave
- White background with blue and red lettering on heavy-gauge plastic
- Includes grommets at attachment points



"FORD RACING" GENUINE MUSCLE PARTS BANNER

M-1827-A60

- A modern version of the classic Ford Genuine Muscle Parts graphic
- Banner is 68" wide x 27" high
- Includes grommets



"FORD RACING" MUSCLE PARTS DECAL

M-1820-A60

- A modern version of the classic Ford Genuine Muscle Parts graphic
- Decal is 9.5" wide x 4.5" high
- Packaged 10 per pack





**ACCESSORIES
AND APPAREL**

FORD FIESTA

ELECTRONICS | FIESTA

Audio Upgrade by KICKER®

For Sedan Models.

CE8Z-18808-A Subwoofer Only

Fits Model Years 2011-2016

Bumper-Mounted

Warning Sensor by Rosen®¹

Requires Installation Tool Kit VAS4Z-15A866-C.

VAS4Z-15A866-B Reverse Sensor

Fits Model Years 2011-2016

Keyless Entry Keypad

ES7Z-14A626-A Not Available For Vehicles w/Push-Button Start (PEPS)⁴

Fits Model Years 2011-2016

Remote Start System

EE8Z-19G364-A Series 100.
For Vehicles Equipped w/o Push-Button Start

EE8Z-19G364-B Bi-Directional.
For Vehicles Equipped w/o Push-Button Start

EE8Z-19G364-C Series 100.
For Vehicles Equipped w/Push-Button Start

EE8Z-19G364-D Bi-Directional.
For Vehicles Equipped w/Push-Button Start

Fits Model Years 2014-2016

Vehicle Security System – Ford Perimeter Plus

EE8Z-19A361-A For Vehicles Equipped w/Factory Remote Keyless. Uses Factory Key Fob

Fits Model Years 2014-2016

EXTERIOR | FIESTA

Bumper Protector, Rear

EE8Z-17B807-A Clear, w/FIESTA Script

Fits Model Years 2014-2016

Deflector, Aeroskin™

Hood Protector by Lund®¹

VAE8Z-16C900-A Smoke-Color

Fits Model Years 2014-2016

Deflectors, Side Window

BE8Z-18246-A Smoke-Color, Front and Rear, 4-Piece Set, For Sedan

BE8Z-18246-B Smoke-Color, Front and Rear, 4-Piece Set, For Hatchback

Fits Model Years 2011-2016

Exterior Trim by Polytech FOHA¹

VBA6Z-5420049-AA Carbon Black, B-Pillar Appliqué

VBA6Z-5420049-BA Carbon Black, Door Sill Appliqué

Fits Model Years 2011-2016

Ford Custom Graphics by 3M Original Wraps¹

Designs to Personalize and Complement the Look of Your Vehicle. Available in Small, Medium, Large and Extra-Large

Fits Model Years 2011-2016

Fuel Plug, Locking

8U5Z-9C268-B

Fits Model Years 2011-2016

Full Vehicle Cover

For Fiesta ST.

EE8Z-19A412-A Weathershield Style w/ST Logo

Fits Model Years 2014-2016

Full Vehicle Covers by Covercraft®¹

Not Available on Fiesta ST.

VBA6Z-19A412-A Noah® Style, for Hatchback

VBA6Z-19A412-B Noah® Style, for Sedan

Fits Model Years 2011-2016

Graphics Kit, Checkered Flag

EE8Z-5420000-AA Ebony

EE8Z-5420000-AB Silver

Fits Model Years 2011-2016

Graphics Kit, FIESTA Lower Door Stripe

DE8Z-5420000-AA Ebony

DE8Z-5420000-AB Silver

Fits Model Years 2011-2016

Graphics Kit, FIESTA Tattoo

BE8Z-5420000-AA Black

BE8Z-5420000-AB Silver

Fits Model Years 2011-2016

Graphics Kit, Over-The-Top Stripes

For Fiesta ST.

EE8Z-5420000-BA Black, Low Gloss Satin

Fits Model Years 2014-2016

Fog Lamps

EE8Z-17E811-AA Ebony

Fits Model Years 2014-2016

Racks and Carriers by THULE®¹

Bike Carrier, Roof-Mounted, Upright

Requires Roof Rack and Crossbar System

by THULE® Crossbars Can Accommodate

a Second Roof-Mounted Bike Carrier.

VAT4Z-7855100-K Carries 1 Bike

Fits Model Years 2011-2016

Racks and Carriers by THULE®¹

Cargo Box, Roof-Mounted

Requires Roof Rack and

Crossbar System by THULE®

VAT4Z-7855100-F 55" x 26" x 12"

Fits Model Years 2011-2016



Audio Upgrade by KICKER®



Keyless Entry Keypad



Rear Bumper Protector



Side Window Deflectors

+ New content added to this issue.

INTERIOR | FIESTA



Rear Spoiler Winglets



Cargo Area Protector



Splash Guards

+ Racks and Carriers by THULE^{®1} Paddleboard Carrier, Roof-Mounted

Requires Roof Rack and Crossbar System by THULE.[®]

VFT4Z-7855100-B Stand-up

Fits Model Years 2011-2016

Racks and Carriers by THULE^{®1} Removable Roof Rack and Crossbar System

VDA6Z-7855100-A

Fits Model Years 2011-2016

Racks and Carriers by THULE^{®1} Ski/Snowboard Carrier, Roof-Mounted, Flat Top

Requires Roof Rack and Crossbar System by THULE.[®]

VDT4Z-7855100-D Carries 6 Pairs of Skis or 4 Snowboards

Fits Model Years 2011-2016

Splash Guards, Flat

F6AZ-16A550-AA Mid-Gray, Front Only, 2-Piece Set, w/Ford Oval Logo

Fits Model Years 2011-2016

Splash Guards, Molded

8A6Z-16A550-A Mid-Gray, Rear Only, 2-Piece Set, For Hatchback, No Logo

BE8Z-16A550-AC Mid-Gray, Front Only, 2-Piece Set, No Logo

Fits Model Years 2011-2016

Spoiler, Rear Decklid

EE8Z-5444210-AA Primed, For Sedan Only

Fits Model Years 2014-2016

+ Spoiler, Rear Roof

8A6Z-5844210-AB Primed, For Hatchback Only

Fits Model Years 2014-2016

Spoiler, Rear Winglets

Not Available For Fiesta ST.

FE8Z-5844210-A Primed, For Hatchback Only. Attach to Existing Factory Spoiler

Fits Model Years 2015-2016

Armrest by Polytech FOHA¹

VBA6Z-54644A22-AA Black

Fits Model Years 2011-2016

Ash Cup/Coin Holder

5L8Z-7804810-AAA w/o Lighter Element

CM5Z-5404788-AA w/Lighter Element

Fits Model Years 2014-2016

Cargo Area Protector

BE8Z-6111600-AA Black, For Sedan

Fits Model Years 2011-2016

Cargo Area Protector

For Fiesta ST.

EE8Z-6111600-AA Black, w/ST Logo

Fits Model Years 2014-2016

Cargo Area Protector

For Titanium.

EE8Z-6111600-BA Black, For Hatchback

Fits Model Years 2014-2016

Cargo Area Protector

For S and SE Models.

EE8Z-6111600-CA Black, For Hatchback

Fits Model Years 2014-2016

Cargo Net by Venchurs¹

VAA6Z-54550A66-A Envelope Style

Fits Model Years 2011-2016

Cargo Organizer, Soft

AE5Z-19H484-A Cooler Bag w/Adjustable Carrying Strap

EE5Z-78115A00-A Large, Folding

EE5Z-78115A00-B Standard, Folding

Fits Model Years 2011-2016

Door Sill Plates

DE8Z-54132A08-A Stainless Steel, Non-Illuminated

DE8Z-54132A08-B Stainless Steel, Illuminated

Fits Model Years 2014-2016

Door Sill Plates

w/ST Logo.

DE8Z-54132A08-C Stainless Steel, Non-Illuminated

DE8Z-54132A08-D Stainless Steel, Illuminated

Fits Model Years 2014-2016

+ First Aid Kit by DC Safety^{™1}

VFL3Z-19F515-C

Fits Model Years 2011-2016

¹Ford Licensed Accessory. | ²Vehicle application and restrictions apply. Additional components are required. See dealer for details. | ³Consult your Owner's Guide for specific weight ratings. | ⁴PEPS (Passive Entry/Passive Start) is the Push-Button Start System.

FORD FIESTA

Floor Mats, All-Weather

Dual Retention on Driver-Side Mat.

BE8Z-5413300-AB Black, 4-Piece Set

Fits Model Years 2011-2016

Floor Mats, All-Weather

Dual Retention on Driver-Side Mat.

EE8Z-5413300-AA Black, 4-Piece Set,
w/ST Script

Fits Model Years 2014-2016

Floor Mats, Carpeted

Dual Retention on Driver-Side Mat.

CA6Z-5413300-AA Charcoal Black,
4-Piece Set

Fits Model Years 2014-2016

Gear Indicator Shift Knob by Gaslock®¹

For Manual Transmission.

VAR3Z-7213-B Illuminated

Fits Model Years 2011-2016

Gear Shift Knob

For Manual Transmission.

8A6Z-7213-A Black

Fits Model Years 2011-2016

Gear Shift Knob

For Manual Transmission.

Not Available on Fiesta ST.

FM5Z-7213-A Carbon Fiber,
For 5-Speed Transmission

Fits Model Years 2011-2016

+ Gear Shift Knob

For Manual Transmission.

For Fiesta ST.

FM5Z-7213-C Carbon Fiber,
For 6-Speed Transmission

Fits Model Years 2014-2016

Interior Light Kit

CL8Z-13E700-AA

Fits Model Years 2011-2016

+ Roadside Assistance Kit by DC Safety™¹

VFL3Z-19F515-A

Fits Model Years 2011-2016

Tablet Cradle by Lumen®¹

VEL3Z-19A464-A Mounts to Headrest
Supports. For iPad®

Fits Model Years 2011-2016



16" x 6.5" Black-Painted, Machined Wheel²

WHEELS | FIESTA

16" x 6.5" 8-Spoke Sparkle Silver²

EE8Z-1K007-A Sold Individually

Fits Model Years 2014-2016

16" x 6.5" Black-Painted, Machined²

FE8Z-1K007-A Sold Individually

Fits Model Years 2014-2016

16" x 6.5" Polished²

CE8Z-1K007-A Sold Individually

Fits Model Years 2011-2016

+ 17" x 7" Black-Painted²

For Fiesta ST.

GE8Z-1K007-A Sold Individually

Fits Model Year 2016

Wheel Lock Kit

Includes: 4 Locking Lugs and 1 Key.

DM5Z-1A043-A Chrome-Plated

For Exposed Lugs

Fits Model Years 2014-2016



Remote Access



Keyless Entry Keypad



Bumper-Mounted Warning Sensor
by Rosen^{®1}



Locking Fuel Plug

ELECTRONICS | FOCUS + ELECTRIC

Bumper-Mounted

Warning Sensor by Rosen^{®1}
Requires Installation Tool Kit VAS4Z-15A866-C.

VAS4Z-15A866-B Reverse Sensor
(Not Available on Focus Electric)

Fits Model Years 2007-2016

Keyless Entry Keypad

Not Available on Focus Electric.

ES7Z-14A626-A Not Available For Vehicles
w/Push-Button Start (PEPS)⁴

Fits Model Years 2006-2016

Pedestrian Alert Kit

Includes: Control Module, Speaker and Mounting Kit. Emits Sound at Low Speeds to Help Alert Pedestrians. For Focus Electric.

CM5Z-19H545-A

Fits Model Years 2012-2016

VEHICLE SECURITY SYSTEM – FORD PERIMETER PLUS w/UPGRADEABLE REMOTE START SYSTEM FOCUS + ELECTRIC

+ Vehicle Security System – Ford Perimeter Plus

Upgradeable to Remote Start Systems. Requires Dealer Installation.

GJ5Z-19A361-A Plug 'n Play Module

Fits Model Year 2016

+ Vehicle Security System – Ford Perimeter Plus – Optional LED Kit

Requires Vehicle Security System – Ford Perimeter Plus Module.

DM5Z-19D596-A LED Kit

Fits Model Year 2016

+ Remote Start System – One-Way, Long Range

Requires Dealer Installation and Programming. Not Available on Focus ST or Focus Electric. (May Require Additional Equipment.)

Requires:

GJ5Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module

DS7Z-15K601-F One-Way, Long Range Key Fob

DL3Z-15603-C Antenna Kit

Fits Model Year 2016

+ Remote Start System – Bi-Directional

Requires Dealer Installation and Programming. Not Available on Focus ST or Focus Electric. (May Require Additional Equipment.)

Requires:

GJ5Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module

DL3Z-15K601-A Bi-Directional Key Fob

DL3Z-15603-C Antenna Kit

Fits Model Year 2016

FORD FOCUS + ELECTRIC

+ Remote Start/Vehicle Security System, Hood Switch Kit

GJ5Z-19G366-A Only Required if Vehicle Is Not Already Equipped

Fits Model Year 2016

+ Remote Start System – Remote Access

Requires Dealer Installation and Programming. (May Require Additional Equipment.)

GJ5Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module

DL3Z-19A390-B Remote Messaging Unit

Fits Model Year 2016

EXTERIOR | FOCUS + ELECTRIC

Bumper Protector, Rear

F1EZ-17B807-CA Clear, w/FOCUS Script

Fits Model Years 2015-2016

Deflector, Aeroskin™

Hood Protector by Lund^{®1}

VFV6Z-16C900-A Smoke-Color

Fits Model Years 2015-2016

Deflectors, Side Window

CM5Z-18246-C Smoke-Color, Front and Rear, 4-Piece Set

Fits Model Years 2012-2016

Ford Custom Graphics by 3M Original Wraps¹

Designs to Personalize and Complement the Look of Your Vehicle. Available in Small, Medium, Large and Extra Large

Fits Model Years 2010-2016

Fuel Plug, Locking

Not Available on Focus Electric.

8U5Z-9C268-B

Fits Model Years 2012-2016

Full Vehicle Covers

For Focus Electric.

CM5Z-19A412-A Weathershield Style

Fits Model Years 2013-2016

Full Vehicle Covers

For Focus ST.

DM5Z-19A412-A Weathershield Style w/ST Logo

Fits Model Years 2013-2016

¹Ford Licensed Accessory. | ²Vehicle application and restrictions apply. Additional components are required. See dealer for details. | ³Consult your Owner's Guide for specific weight ratings. | ⁴PEPS (Passive Entry/Passive Start) is the Push-Button Start System.

FORD FOCUS + ELECTRIC

Full Vehicle Covers by Covercraft®¹

VCS4Z-19A412-A Noah® Style,
For 4-Door Vehicles

Fits Model Years 2012-2016

+ Full Vehicle Covers by Covercraft®¹

VFM5Z-19A412-A Noah® Style,
For 5-Door Vehicles,
w/Antenna Pocket

Fits Model Years 2013-2016

Graphics – Bodyside

CM5Z-5420000-AA Silver

Fits Model Years 2012-2016

Graphics – Charge Door Decal

For Focus Electric.

DM5Z-5820000-AA

Fits Model Years 2013-2016

+ Graphics – Over-The-Top Stripe

For Focus ST.

FE1Z-6320000-BA Red

FE1Z-6320000-BB Black

Fits Model Years 2014-2016

Racks and Carriers by THULE®¹

Bike Carrier, Roof-Mounted, Upright

Requires Roof Rack and Crossbar System

by THULE® Crossbars Can Accommodate
a Second Roof-Mounted Bike Carrier.

VAT4Z-7855100-K Carries 1 Bike

Fits Model Years 2008-2016

Racks and Carriers by THULE®¹

Cargo Box, Roof-Mounted

Requires Roof Rack and

Crossbar System by THULE®

VAT4Z-7855100-F 55" x 26" x 12"

Fits Model Years 2008-2016

Racks and Carriers by THULE®¹

Kayak Carrier, Roof-Mounted

Requires Roof Rack and

Crossbar System by THULE®

VAT4Z-7855100-G Flat

VAT4Z-7855100-H Folding

Fits Model Years 2008-2016

+ Racks and Carriers by THULE®¹

Paddleboard Carrier, Roof-Mounted

Requires Roof Rack and

Crossbar System by THULE®

VFT4Z-7855100-B Stand-up

Fits Model Years 2012-2016

Racks and Carriers by THULE®¹

Removable Roof Rack and Crossbar System

VDS4Z-7855100-A

Fits Model Years 2012-2016

Racks and Carriers by THULE®¹

Ski/Snowboard Carrier, Roof-Mounted, Flat Top

Requires Roof Rack and

Crossbar System by THULE®

VDT4Z-7855100-D Carries 6 Pairs of Skis
or 4 Snowboards

Fits Model Years 2008-2016

Splash Guards, Flat

Not Available on Focus Electric.

F6AZ-16A550-AA Black, Front or Rear,
2-Piece Set, w/Ford
Oval Logo (Front Only)
For 2011-2014

Fits Model Years 2008-2016

Splash Guards, Molded

BM5Z-16A550-B Black, Rear Only,
2-Piece Set, For Sedan,
No Logo

Fits Model Years 2012-2016

Splash Guards, Molded

Not For Use on Focus ST.

BM5Z-16A550-A Black, Rear Only,
2-Piece Set, For Hatchback,
No Logo

BM5Z-16A550-C Black, Front Only,
2-Piece Set, For Sedan
or Hatchback, No Logo

Fits Model Years 2012-2016

Spoiler, Rear

BM5Z-5844210-AB Primed,
For 5-Door Vehicles

CM5Z-5444210-AA Primed,
For 4-Door Vehicles

Fits Model Years 2012-2016

Spoiler, Rear Winglets

Not For Use on Focus ST.

FM5Z-5844210-A Primed, for Hatchback
Only. Attach to Existing
Factory Spoiler

Fits Model Years 2015-2016

INTERIOR | FOCUS + ELECTRIC

Ash Cup/Coin Holder

5L8Z-7804810-AAA w/o Lighter Element

Fits Model Years 2005-2016

Ash Cup/Coin Holder

Not Available on Focus Electric.

CM5Z-5404788-AA w/Lighter Element

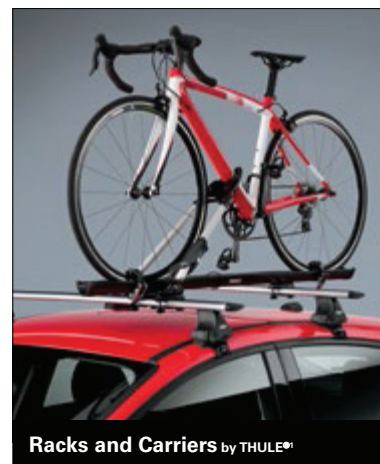
Fits Model Years 2012-2016

Cargo Area Protector

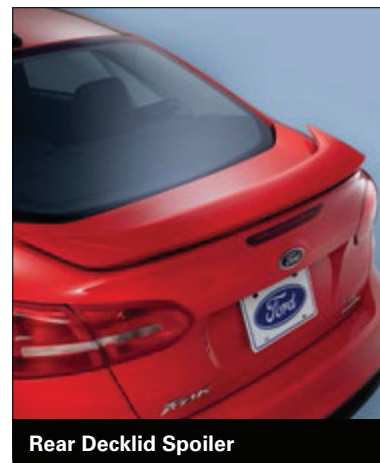
Not Available w/Full-Size Spare.

CM5Z-6111600-EA Black, Sedan
w/o Subwoofer

Fits Model Years 2012-2016



Racks and Carriers by THULE®¹



Rear Decklid Spoiler



Graphics – Charge Door Decal



Illuminated Gear Shift Knob

+ New content added to this issue.



Splash Guards



Cargo Area Protector



Illuminated Door Sill Plates



17" x 7" Machined Aluminum w/Ebony-Painted Pockets Wheel²

Cargo Area Protector

Not Available w/Full-Size Spare.

- CM5Z-6111600-FA Black, Sedan w/Subwoofer
- CM5Z-6111600-GA Black, Hatchback w/o Subwoofer (Not Available on Focus Electric)
- CM5Z-6111600-HA Black, Hatchback w/Subwoofer (Not Available on Focus Electric)

Fits Model Years 2012-2016

Cargo Mat, Carpeted

- CV6Z-5411600-CA Black, Sedan w/o Subwoofer
- CV6Z-5811600-DA Black, Hatchback w/o Subwoofer (Not Available on Focus Electric)

Fits Model Years 2012-2016

Cargo Net by Venchurs¹

Not For Use w/Focus Electric.

- VAA6Z-54550A66-A Envelope Style

Fits Model Years 2012-2016

Cargo Organizer, Soft

- AE5Z-19H484-A Cooler Bag w/Adjustable Carrying Strap

Fits Model Years 2005-2016

Cargo Organizer, Soft

Not For Use w/Focus Electric.

- EE5Z-78115A00-A Large, Folding
- EE5Z-78115A00-B Standard, Folding

Fits Model Years 2005-2016

Charge Cord Bag by THULE^{®1}

For Focus Electric.

- VCV6Z-10C744-A

Fits Model Years 2013-2016

Door Sill Plates, Illuminated

- DM5Z-54132A08-D Stainless Steel
- DM5Z-54132A08-F Stainless Steel, For Focus ST Only
- DM5Z-54132A08-H Stainless Steel, For Focus Electric Only

Fits Model Years 2014-2016

Door Sill Plates, Non-Illuminated

Not Available on Focus ST.

- DM5Z-54132A08-C Stainless Steel

Fits Model Years 2014-2016

+ First Aid Kit by DC Safety^{™1}

- VFL3Z-19F515-C

Fits Model Years 2010-2016

Floor Mats, All-Weather

Dual Retention on Driver-Side Mat.

- DV6Z-5413300-AA Black, 4-Piece Set

Fits Model Years 2012-2016

Floor Mats, Carpeted

Dual Retention on Driver-Side Mat.

- CM5Z-5413300-BA Black, 4-Piece Set

Fits Model Years 2012-2016

FORD FOCUS + ELECTRIC

+ Gear Shift Knob

For Manual Transmission.

For Focus ST.

- FM5Z-7213-B Carbon Fiber, For 6-Speed Transmission

Fits Model Years 2014-2016

Gear Shift Knob

For Manual Transmission.

Not Available on Focus Electric.

- BM5Z-7213-KA Illuminated, For 6-Speed Transmission

Fits Model Years 2015-2016

Gear Shift Knob

For Manual Transmission.

Not Available on Focus Electric.

- BM5Z-7213-LA Illuminated, For 5-Speed Transmission

Fits Model Years 2015-2016

Gear Shift Knob

For Manual Transmission.

Not Available on Focus ST or Focus Electric.

- FM5Z-7213-A Carbon Fiber, For 5-Speed Transmission

Fits Model Years 2015-2016

Interior Light Kit

Not Available on Focus ST or Focus Electric.

- CL8Z-13E700-AA

Fits Model Years 2008-2016

+ Roadside Assistance Kit by DC Safety^{™1}

- VFL3Z-19F515-A

Fits Model Years 2010-2016

Sport Pedals

For Manual Transmission.

Not Available on Focus ST.

- FM5Z-9G757-A

Fits Model Years 2015-2016

Tablet Cradle by Lumen^{®1}

- VEL3Z-19A464-A Mounts to Headrest Supports. For iPad[®]

Fits Model Years 2012-2016

WHEELS | FOCUS + ELECTRIC

+ 17" x 7" Machined Aluminum w/Ebony-Painted Pockets²

Not Available on Focus ST or Focus Electric.

- FM5Z-1007-A Sold Individually

Fits Model Years 2015-2016

+ 18" x 8" Machined Aluminum w/Ebony-Painted Pockets²

For Focus ST.

- FM5Z-1K007-D Sold Individually

Fits Model Years 2015-2016

Wheel Lock Kit

Includes: 4 Locking Lugs and 1 Key.

- F6SZ-1A043-AA Chrome-Plated For Exposed Lugs

Fits Model Years 2004-2016

¹Ford Licensed Accessory. | ²Vehicle application and restrictions apply. Additional components are required. See dealer for details. | ³Consult your Owner's Guide for specific weight ratings. | ⁴PEPS (Passive Entry/Passive Start) is the Push-Button Start System.

ELECTRONICS | MUSTANG

Bumper-Mounted

Warning Sensor by Rosen®

Requires Installation Tool Kit VAS4Z-15A866-C.

VAS4Z-15A866-B Reverse Sensor

Fits Model Years 2006-2016

VEHICLE SECURITY SYSTEM – FORD PERIMETER PLUS w/UPGRADEABLE REMOTE START SYSTEM | MUSTANG

+ Vehicle Security System – Ford Perimeter Plus

Upgradeable to Remote Start Systems. Requires Dealer Installation.

FT4Z-19A361-A Plug 'n Play Module

Fits Model Years 2015-2016

Vehicle Security System – Ford Perimeter Plus – Optional LED Kit

Requires Vehicle Security System – Ford Perimeter Plus Module.

DM5Z-19D596-A LED Kit

Fits Model Years 2015-2016

Remote Start System – One-Way, Long Range

Requires Dealer Installation and Programming. Not For Vehicles w/Enhanced Vehicle Security (ESCL Enhanced).

(May Require Additional Equipment.)

Requires:

FT4Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module

DS7Z-15K601-F One-Way, Long Range Key Fob

DL3Z-15603-C Antenna Kit

Fits Model Years 2015-2016

Remote Start System – Bi-Directional

Requires Dealer Installation and Programming. Not For Vehicles w/Enhanced Vehicle Security (ESCL Enhanced).

(May Require Additional Equipment.)

Requires:

FT4Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module

DL3Z-15K601-A Bi-Directional Key Fob

DL3Z-15603-C Antenna Kit

Fits Model Years 2015-2016

Remote Start System – Remote Access

Requires Dealer Installation and Programming. Not For Vehicles w/Enhanced Vehicle Security (ESCL Enhanced).

(May Require Additional Equipment.)

FT4Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module

DL3Z-19A390-B Remote Messaging Unit

Fits Model Years 2015-2016

EXTERIOR | MUSTANG

Deflector, Aeroskin™

Hood Protector by Lund®

VFR3Z-16C900-A Smoke-Color

Fits Model Years 2015-2016



Ford Custom Graphics

by 3M Original Wraps¹

Ford Custom Graphics by 3M Original Wraps,¹

Hood Stripe Kit

See Dealer For Additional Details.

VFR3Z-6320000-E Matte Black, Dual Stripes

VFR3Z-6320000-F Gloss White, Dual Stripes

VFR3Z-6320000-G Matte Black, Single Cowl Stripe

VFR3Z-6320000-H Gloss White, Single Cowl Stripe

Fits Model Years 2015-2016

Ford Custom Graphics by 3M Original Wraps,¹

Over-The-Top Stripes

See Dealer For Additional Details.

VFR3Z-6320000-J Matte Black, Dual Stripes

VFR3Z-6320000-K Gloss White, Dual Stripes

VFR3Z-6320000-L Matte Black, Single Stripe

VFR3Z-6320000-M Gloss White, Single Stripe

Fits Model Years 2015-2016

+ Ford Custom Graphics by 3M Original Wraps,¹

Over-The-Top Stripes

See Dealer For Additional Details.

VFR3Z-6320000-N Gloss Black, Dual Stripes

Fits Model Years 2015-2016

Ford Custom Graphics by 3M Original Wraps,¹

Side Stripe Kit

See Dealer For Additional Details.

VFR3Z-6320000-A Matte Black, Tri-Bar

VFR3Z-6320000-B Gloss White, Tri-Bar

VFR3Z-6320000-C Matte Black, Speed Stripe

VFR3Z-6320000-D Gloss White, Speed Stripe

Fits Model Years 2015-2016

Full Vehicle Cover

FR3Z-19A412-A Coupe, Weathershield Style, w/Logo

FR3Z-19A412-B Coupe, Noah® Style, w/Logo

FR3Z-19A412-C Convertible, Weathershield Style, w/Logo

FR3Z-19A412-D Convertible, Noah® Style, w/Logo

Fits Model Years 2015-2016

+ Full Vehicle Cover

GR3Z-19A412-A Coupe, California Special, Weathershield Style

GR3Z-19A412-B Convertible, California Special, Weathershield Style

Continued on page 235



Remote Access



Full Vehicle Cover

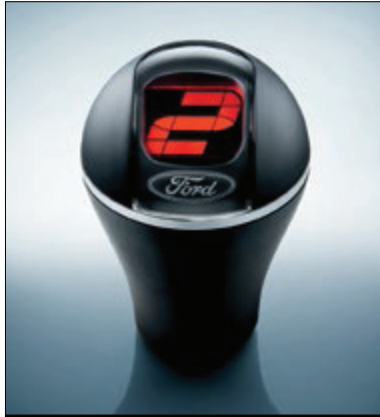


Blade-Style Decklid Spoiler

+ New content added to this issue.



Cargo Area Protector



Gear Indicator Shift Knob by Gaslock^{®1}



Raised Blade-Style Decklid Spoiler



19" x 9" Ebony Black-Painted Aluminum Wheel²

Continued from page 234

- FR3Z-19A412-E Shelby GT350,[®] Weathershield Style
- FR3Z-19A412-F Shelby GT350,[®] Weathershield Style, For Vehicles w/Raised Spoiler

Fits Model Year 2016

Spoiler, Rear

For Coupe.

- FR3Z-6344210-AC Primed, Blade-Style, Decklid
- FR3Z-6344210-BC Primed, Raised Blade-Style, Decklid

Fits Model Years 2015-2016

Spoiler, Rear

For Convertible.

- FR3Z-7644210-AB Primed, Blade-Style, Decklid

Fits Model Years 2015-2016

+ Spoiler, Rear

- GR3Z-6344210-BB Primed, Shelby[®] Track Package

Fits Model Year 2016

INTERIOR | MUSTANG

Ash Cup/Coin Holder

- 5L8Z-7804810-AAA w/o Lighter Element
- 5L8Z-7804810-BAA w/Lighter Element

Fits Model Years 2005-2009, 2015-2016

Cargo Area Protector

For Vehicles w/o Subwoofer.

- FR3Z-6111600-AA Black

Fits Model Years 2015-2016

Cargo Area Protector

For Vehicles w/Subwoofer.

- FR3Z-6111600-BA Black

Fits Model Years 2015-2016

Cargo Net

- FR3Z-63550A66-A Envelope Style

Fits Model Years 2015-2016

Cargo Organizer, Soft

- AE5Z-19H484-A Cooler Bag w/Adjustable Carrying Strap
- EE5Z-78115A00-A Large, Folding
- EE5Z-78115A00-B Standard, Folding

Fits Model Years 2004-2016

Door Sill Plates, Illuminated

- FR3Z-63132A08-AA Charcoal Black

Fits Model Years 2015-2016

+ First Aid Kit by DC Safety^{™1}

- VFL3Z-19F515-C

Fits Model Years 2010-2016

Floor Mats, All-Weather

Dual Retention on Driver Side Mat.

- FR3Z-6313300-BA Black, 4-Piece Set, w/Pony Logo

Fits Model Years 2015-2016

FORD MUSTANG

Floor Mats, Carpeted

Dual Retention on Driver- and Passenger-Side Mats.

- FR3Z-6313086-AA Black, 2-Piece Set, w/Pony Logo

Fits Model Years 2015-2016

+ Gear Shift Knob

For Manual Transmission.

- FR3Z-7213-D Carbon Fiber

Fits Model Year 2016

Interior Light Kit

- CL8Z-13E700-AA

Fits Model Years 2010-2016

+ Roadside Assistance Kit by DC Safety^{™1}

- VFL3Z-19F515-A

Fits Model Years 2010-2016

Sport Pedals

- BR3Z-9G757-A Brushed Aluminum, For Automatic Transmission
- BR3Z-9G757-B Brushed Aluminum, For Manual Transmission

Fits Model Years 2010-2016

Tablet Cradle by Lumen^{®1}

- VEL3Z-19A464-A Mounts to Headrest Supports. For iPad[®]

Fits Model Years 2010-2016

WHEELS | MUSTANG

19" x 9" Ebony Black-Painted Aluminum²

For Mustang GT.

- FR3Z-1K007-A Front Only, Sold Individually

Fits Model Years 2015-2016

19" x 9.5" Ebony Black-Painted Aluminum²

For Mustang GT.

- FR3Z-1K007-B Rear Only, Sold Individually

Fits Model Years 2015-2016

V6 Mini Spare Tire

Not Available For Vehicles Originally Equipped w/Summer Tires or 20" Wheels/Tires.

- FR3Z-1K007-C

Fits Model Years 2015-2016

Wheel Center Caps

- FR3Z-1130-C 4-Piece Set, w/Pony Logo

Fits Model Years 2015-2016

Wheel Lock Kit

Includes: 4 Locking Lugs and 1 Key.

- F2LY-1A043-A Chrome-Plated For Exposed Lugs

Fits Model Year 2004-2014

+ Wheel Lock Kit

Includes: 4 Locking Lugs and 1 Key.

- GR3Z-1A043-A Chrome-Plated For Exposed Lugs

Fits Model Years 2015-2016

¹Ford Licensed Accessory. | ²Vehicle application and restrictions apply. Additional components are required. See dealer for details. | ³Consult your Owner's Guide for specific weight ratings. | ⁴PEPS (Passive Entry/Passive Start) is the Push-Button Start System.

FORD F-150

BED PRODUCTS | F-150

Bed Cargo Net

FL3Z-99550A66-A

Fits Model Years 2015-2016

Bed Cleats, Premium Locking

Cannot Be Used When Stowable Load Ramps Are Installed.

FL3Z-99000A64-B Carbon Black, 4-Piece Kit

Fits Model Years 2015-2016

Bed/Cargo Illumination

FL3Z-13E754-A

Fits Model Years 2015-2016

Bed Divider

Cannot Be Used When Stowable Load Ramps Are Installed.

FL3Z-9900092-A

Fits Model Years 2015-2016

Bed Extender

FL3Z-99286A40-C

Fits Model Years 2015-2016

Bed Mats

FL3Z-99112A15-A Black,
For 5½' Styleside Bed

FL3Z-99112A15-B Black,
For 6½' Styleside Bed

FL3Z-99112A15-C Black,
For 8' Styleside Bed

Fits Model Years 2015-2016

+ Bed Rails by Putco^{®1} Bed Rail Installation Kit

VFL3Z-99000A25-A For 5½' Beds

Fits Model Years 2015-2016

+ Bed Rails by Putco^{®1} Chrome Rails

*Bed Rail Installation Kit –
VFL3Z-99000A25-A is Recommended.*

VF3LZ-9955200-A For 5½' Beds,
w/Chrome End Caps

VFL3Z-9955200-C For 5½' Beds,
w/Black End Caps

Fits Model Years 2015-2016

+ Bed Rails by Putco^{®1} Chrome Rails

VFL3Z-9955200-B For 6½' Beds,
w/Chrome End Caps

VFL3Z-9955200-D For 6½' Beds,
w/Black End Caps

Fits Model Years 2015-2016

+ Bed, Stowable Load Ramps

*Restrictions Apply.
See Dealer For Additional Details.*

FL3Z-99286F56-B Single Ramp Kit

FL3Z-99286F56-C Dual Ramp Kit

Fits Model Years 2015-2016

+ Bed Tailgate Dust Seal by THI Corporation¹

VFL3Z-99404A06-A

Fits Model Years 2015-2016



Bed/Cargo Illumination

Bed Tailgate Liner

Cannot Be Used When Stowable Load Ramps Are Installed.

FL3Z-99000A38-DA Black

Fits Model Years 2015-2016

Bed Tailgate, Viscous Dampening Cartridge

FL3Z-99406A10-A

Fits Model Years 2015-2016

Bed, Standard Interface Plate

FL3Z-9928408-AB

Fits Model Years 2015-2016

+ Bedliner, Plug Kit for Cutout

FL3Z-99000A25-A Lower Plug Kit

FL3Z-99000A25-B Upper Plug Kit

Fits Model Years 2015-2016

Bedliners

FL3Z-9900038-AA Black,
For 5½' Styleside Bed

FL3Z-9900038-BA Black,
For 6½' Flareside Bed

FL3Z-9900038-CA Black,
For 8' Styleside Bed

Fits Model Years 2015-2016

Bedliners, Sportliner™ by Bedrug^{®1}

VFL3Z-8400038-AA For 5½' Styleside Bed

VFL3Z-9900038-AB For 6½' Styleside Bed

VFL3Z-9900038-CB For 8' Styleside Bed

Fits Model Years 2015-2016

Commercial-Grade

Tool/Cargo Box by Delta^{®1}

Cannot Be Used When Stowable Load Ramps Are Installed.

VFL3Z-17N004-A 71.875"L x 21.0"W x 14.281"H,
For Styleside Bed

Fits Model Years 2004-2016

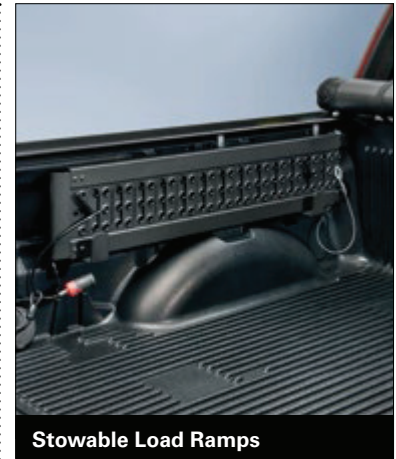
+ Pivot Storage Box by UnderCover™¹

Cannot Be Used When Dual Stowable Load Ramp Kit (FL3Z-99286F56-C) Is Installed. Can Be Used When Single Stowable Load Ramp Kit (FL3Z-99286F56-B) Is Installed.

VFL3Z-17N004-B For Driver Side

VFL3Z-17N004-C For Passenger Side

Fits Model Years 2015-2016



Stowable Load Ramps



Bed Extender



Bedliner

+ New content added to this issue.



Bed Mat



Tonneau Covers, Painted Hard One-Piece by UnderCover™¹



Tonneau Covers, Hard Folding by Advantage¹



Backup Alarm by ECCO¹

Stake-Pocket Tie-Downs, Retractable, by Bull Accessories¹

VFL3Z-99000A64-B Black, Flush-Mounted, Grain-Matched, 2-Piece Kit

Fits Model Years 2015-2016

+ Tonneau Covers, Hard Folding by Advantage¹

Fits Across the Bed Rails. Cannot Be Used When Stowable Load Ramps Are Installed.

VFL3Z-84501A42-GB For 5½' Styleside Bed
 VFL3Z-99501A42-NC For 6½' Styleside Bed
 VFL3Z-99501A42-PC For 8' Styleside Bed

Fits Model Years 2015-2016

Tonneau Covers, Hard Folding by REV¹

Fits Between the Bed Rails. Cannot Be Used When Stowable Load Ramps Are Installed.

VFL3Z-84501A42-CA For 5½' Bed
 VFL3Z-99501A42-CA For 6½' Bed
 VFL3Z-99501A42-DB For 8' Bed

Fits Model Years 2015-2016

Tonneau Covers, Hybrid Trifold w/Canvas Top by Advantage¹

VFL3Z-84501A42-DA For 5½' Styleside Bed
 VFL3Z-99501A42-EB For 6½' Styleside Bed
 VFL3Z-99501A42-FB For 8' Styleside Bed

Fits Model Years 2015-2016

Tonneau Covers, Painted Hard One-Piece by UnderCover™¹ For 5½' Bed

VFL3Z-84501A42-AA Ingot Silver Metallic
 VFL3Z-84501A42-AB Race Red
 VFL3Z-84501A42-AC Blue Jeans Metallic
 VFL3Z-84501A42-AD Green Gem Metallic
 VFL3Z-84501A42-AE Ruby Red Metallic

Tinted Clearcoat
 VFL3Z-84501A42-AG Magnetic Metallic
 VFL3Z-84501A42-AH Bronze Fire Metallic
 VFL3Z-84501A42-AJ Caribou Metallic
 VFL3Z-84501A42-AK Oxford White
 VFL3Z-84501A42-AM Blue Flame Metallic

Fits Model Years 2015-2016

Tonneau Covers, Painted Hard One-Piece by UnderCover™¹ For 6½' Bed

VFL3Z-99501A42-AA Ingot Silver Metallic
 VFL3Z-99501A42-AB Race Red
 VFL3Z-99501A42-AC Blue Jeans Metallic
 VFL3Z-99501A42-AD Green Gem Metallic
 VFL3Z-99501A42-AE Ruby Red Metallic

Tinted Clearcoat
 VFL3Z-99501A42-AG Magnetic Metallic
 VFL3Z-99501A42-AH Bronze Fire Metallic
 VFL3Z-99501A42-AJ Caribou Metallic
 VFL3Z-99501A42-AK Oxford White
 VFL3Z-99501A42-AN Blue Flame Metallic
 VFL3Z-99501A42-AP White Platinum Metallic

Fits Model Years 2015-2016

+ Tonneau Covers, Painted Hard One-Piece by UnderCover™¹

VFL3Z-84501A42-AR Absolute Black, For 5½' Bed
 VFL3Z-84501A42-AP Lithium Gray Metallic, For 5½' Bed
 VFL3Z-99501A42-AS Absolute Black, For 6½' Bed
 VFL3Z-99501A42-AR Lithium Gray Metallic, For 6½' Bed

Fits Model Year 2016

Tonneau Covers, Premium Soft Roll-Up by TruXedo¹

VFL3Z-84501A42-FA For 5½' Styleside Bed
 VFL3Z-99501A42-KA For 6½' Styleside Bed
 VFL3Z-99501A42-MA For 8' Styleside Bed

Fits Model Years 2015-2016

+ Tonneau Covers, Soft Folding by Advantage¹

Fits Over-The-Bed Rails. Cannot Be Used When Stowable Load Ramps or Pivot Storage Box by UnderCover™¹ Are Installed.

VGL3Z-84501A42-AA For 5½' Styleside Bed
 VGL3Z-99501A42-BA For 6½' Styleside Bed
 VGL3Z-99501A42-AA For 8' Styleside Bed

Fits Model Years 2015-2016

Tonneau Covers, Soft Roll-Up by TruXedo¹

VFL3Z-84501A42-EA For 5½' Styleside Bed
 VFL3Z-99501A42-GB For 6½' Styleside Bed
 VFL3Z-99501A42-HB For 8' Styleside Bed

Fits Model Years 2015-2016

Tonneau Covers, Textured Hard One-Piece by UnderCover™¹

VFL3Z-84501A42-BA Black Textured, For 5½' Bed
 VFL3Z-99501A42-BA Black Textured, For 6½' Bed

Fits Model Years 2015-2016

ELECTRONICS | F-150

Backup Alarm by ECCO¹

VFL3Z-14N137-A Plug 'n Play
 Fits Model Years 2015-2016

Bumper-Mounted Warning Sensor by Rosen¹

Requires Installation Tool Kit VAS4Z-15A866-C.
 VAS4Z-15A866-B Reverse Sensor
 Fits Model Years 2006-2016

Dual Headrest DVD by INVISION™¹

7" LCD Displays, Integrated Top-Loading DVD Players, Infrared Headphones, Remote Control, Game/Video Ports (RCA), CD/MP3 Playback. See Dealer For Additional Details.

-10E947- Colors and Materials to Complement Vehicle Interiors

VAG1Z-19A164-B Remote Control w/USB Port
 Fits Model Years 2013-2016

¹Ford Licensed Accessory. | ²Vehicle application and restrictions apply. Additional components are required. See dealer for details. | ³Consult your Owner's Guide for specific weight ratings. | ⁴PEPS (Passive Entry/Passive Start) is the Push-Button Start System.

FORD F-150

Ford Telematics™ Powered by Telogis®¹

VFK4Z-70G476-A

Fits Model Years 2015-2016

HitchScan™ Rear Park Assist Sensor and Hitch Step by Rosen®¹

Fits 1¼" and 2" Hitch Receivers.

VAG1Z-15K859-A Reverse Sensor

Fits Model Years 2005-2016

Keyless Entry Keypad

7L2Z-14A626-BA

Fits Model Years 2005-2016

Wireless Charging by JVIS®¹

For Vehicles w/Flow-Through Console.

VEL3Z-19A464-C Wireless Charging Pad.
Mounts in Console

Fits Model Years 2009-2016

VEHICLE SECURITY SYSTEM – FORD PERIMETER PLUS w/UPGRADEABLE REMOTE START SYSTEM | F-150

Vehicle Security System – Ford Perimeter Plus

Upgradeable to Remote Start Systems.
Requires Dealer Installation.

FT4Z-19A361-A Plug 'n Play Module

Fits Model Years 2015-2016

Vehicle Security System – Ford Perimeter Plus – Optional LED Kit

Requires Vehicle Security System – Ford Perimeter Plus Module.

DM5Z-19D596-A LED Kit

Fits Model Years 2011-2016

Remote Start System – One-Way, Long Range

Requires Dealer Installation and Programming.
(May Require Additional Equipment.)

Requires:

FT4Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module

DS7Z-15K601-F One-Way, Long Range Key Fob

DL3Z-15603-C Antenna Kit

Fits Model Years 2015-2016

Remote Start System – Bi-Directional

Requires Dealer Installation and Programming.
(May Require Additional Equipment.)

Requires:

FT4Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module

DL3Z-15K601-A Bi-Directional Key Fob

DL3Z-15603-C Antenna Kit

Fits Model Years 2015-2016

Remote Start System – Remote Access

Requires Dealer Installation and Programming.
(May Require Additional Equipment.)

FT4Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module

DL3Z-19A390-B Remote Messaging Unit

Fits Model Years 2015-2016

EXTERIOR | F-150

Deflector, Aeroskin™

Hood Protector by Lund®¹

VFL3Z-16C900-C Smoke-Color

Fits Model Years 2015-2016

Deflector, Hood

9L3Z-99000A25-A Chrome Hardware Kit,
For Use w/Hood
Deflectors

Fits Model Years 2009-2016

Deflector, Hood

FL3Z-16C900-A Smoke-Color

FL3Z-16C900-B Chrome

Fits Model Years 2015-2016

Deflectors, Side Window

FL3Z-18246-A Smoke-Color, Front Only,
2-Piece Set, For Regular Cab,

FL3Z-18246-B Smoke-Color, Front and Rear,
4-Piece Set, For SuperCab

FL3Z-18246-C Smoke-Color, Front and Rear,
4-Piece Set, For SuperCrew

Fits Model Years 2015-2016

Exhaust Tip

4L3Z-5K238-AA Chrome, Fits All Engines
Except 3.5L and 5.0L

Fits Model Years 2004-2016

Exhaust Tip

BL3Z-5K238-A Chrome,
Fits 3.5L and 5.0L Engines

Fits Model Years 2011-2016

+ Exterior Trim Kit by Putco®¹

Side Molding Kit

VFL3Z-9910146-A Chrome Body Side and
Bed, For Regular Cab,
8' Bed

VFL3Z-9910146-B Chrome Body Side and
Bed, For Regular Cab,
6½' Bed

VFL3Z-9910146-C Chrome Body Side and
Bed, For SuperCab,
6½' Bed

VFL3Z-9910146-D Chrome Body Side and
Bed, For SuperCab,
5½' Bed

VFL3Z-9910146-E Chrome Body Side and
Bed, For SuperCrew,
6½' Bed

VFL3Z-9910146-F Chrome Body Side and
Bed, For SuperCrew,
5½' Bed

VFL3Z-9910146-G Chrome Body Side and
Bed, For SuperCab,
8' Bed

Fits Model Years 2015-2016

+ Exterior Trim Kit by Putco®¹ Tailgate Kit

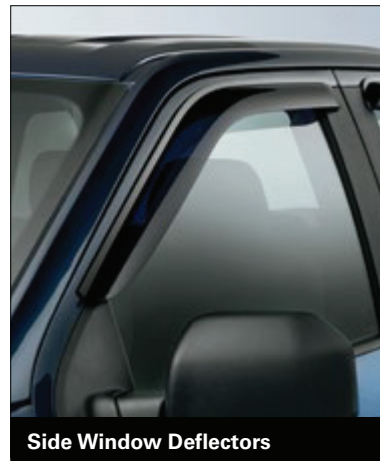
VFL3Z-99425A34-A Chrome, Three-Piece

VFL3Z-99425A34-B Chrome, One-Piece Lower

Fits Model Years 2015-2016



Hood Deflector



Side Window Deflectors



Heavy-Duty Splash Guards



Dual Headrest DVD by INVISION™¹

+ New content added to this issue.



Fender Flares by Safariland Group¹



Retractable Side Steps



5" Chromed Aluminum Step Bars



5" Angular Step Bars

+ Fender Flares by Bushwacker¹

VFL3Z-16268-A 4-Piece Set
Fits Model Years 2015-2016

+ Ford Custom Graphics by 3M Original Wraps,²
Stripe Kit

See Dealer For Additional Details.

- VFL3Z-9920000-A Mossy Oak Camo, F-150 Tri-Bar
 - VFL3Z-9920000-B Matte Black, F-150 Tri-Bar
 - VFL3Z-9920000-C Gloss White, F-150 Tri-Bar
 - VFL3Z-9920000-D Red/Black, F-150 Tri-Bar
 - VFL3Z-9920000-E Mossy Oak Camo, Hood/Cowl
 - VFL3Z-9920000-F Matte Black, Hood/Cowl
 - VFL3Z-9920000-G Gloss White, Hood/Cowl
 - VFL3Z-9920000-H Red/Black, Hood/Cowl
 - VFL3Z-9920000-J Mossy Oak Camo, Speed Stripe
 - VFL3Z-9920000-K Matte Black, Speed Stripe
 - VFL3Z-9920000-L Gloss White, Speed Stripe
 - VFL3Z-9920000-M Red/Black, Speed Stripe
 - VFL3Z-9920000-N Mossy Oak Camo, Two-Tone
 - VFL3Z-9920000-P Matte Black, Two-Tone
 - VFL3Z-9920000-R Gloss White, Two-Tone
 - VFL3Z-9920000-S Red/Black, Two-Tone
- Fits Model Years 2015-2016

+ Lighting, Fog Lamps by Putco³

VFL3Z-15200-C LED
Fits Model Years 2015-2016

Racks and Carriers by THULE⁴
Bike Carrier, Hitch-Mounted

For 1¼" and 2" Receivers.

- VGT4Z-7855100-A Carries 2 Bikes
 - VGT4Z-7855100-B Carries 4 Bikes
- Fits Model Years 2004-2016

Racks and Carriers by THULE⁴
Bike Frame Adapter

Requires 2- or 4-Bike Hitch-Mounted Carrier by THULE⁴

- VDT4Z-7855100-E Modifies Women's, BMX or Other Non-Standard Bike Frames to Be Carried on Hitch-Mounted Bike Racks by THULE⁴

Fits Model Years 2004-2016

Racks and Carriers by THULE⁴
Ski Carrier Adapter

Requires 2- or 4-Bike Hitch-Mounted Carrier by THULE⁴

- VDT4Z-7855100-F Converts 2- or 4-Bike Hitch-Mounted Racks by THULE⁴ to a Ski/Snowboard Carrier. Carries up to 6 Pairs of Skis or 4 Snowboards

Fits Model Years 2004-2016

Side Steps, Retractable

- FL3Z-1520040-C Driver-Side Only, For 5½' Bed
- FL3Z-1520040-D Passenger-Side Only, For 5½' Bed
- FL3Z-1520040-J Driver-Side Only, For 6½' Bed
- FL3Z-1520040-F Passenger-Side Only, For 6½' Bed
- FL3Z-1520040-G Driver-Side Only, For 8' Bed
- FL3Z-1520040-H Passenger-Side Only, For 8' Bed

Fits Model Years 2015-2016

Splash Guards, Flat

Not For Use w/SVT RAPTOR.

- E7TZ-16A550-A Black, Front or Rear, 2-Piece Set, w/Ford Oval Logo

Fits Model Years 2004-2016

Splash Guards, Heavy-Duty

Not For Use w/SVT RAPTOR.

- CL3Z-16A550-L Black, Front Pair, w/Ford Oval Logo
- CL3Z-16A550-M Black w/Stainless Steel Insert, Front Pair, w/Ford Oval Logo

Fits Model Years 2011-2016

Splash Guards, Heavy-Duty

- FL3Z-16A550-A Black, Rear Pair, w/Ford Oval Logo
- FL3Z-16A550-B Black w/Stainless Steel Insert, Rear Pair, w/Ford Oval Logo

Fits Model Years 2015-2016

Splash Guards, Molded

- FL3Z-16A550-AA Carbon Black, Front Pair, w/Wheel-Lip Molding
- FL3Z-16A550-BA Carbon Black, Rear Pair, w/Wheel-Lip Molding
- FL3Z-16A550-CA Carbon Black, Front Pair, w/o Wheel-Lip Molding
- FL3Z-16A550-DA Carbon Black, Rear Pair, w/o Wheel-Lip Molding

Fits Model Years 2015-2016

Sportz[®] Tents by Napier¹

- VAC3Z-99000C38-A For Trucks w/5½' Bed
 - VAL3Z-99000C38-A For Trucks w/8' Bed
 - VAL3Z-99000C38-B For Trucks w/6½' Bed
- Fits Model Years 2009-2016

Step Bars, 5"

- FL3Z-16450-AB Chromed Aluminum, For Regular Cab
- FL3Z-16450-BD Chromed Aluminum, For SuperCab
- FL3Z-16450-CB Chromed Aluminum, For SuperCrew
- FL3Z-16450-DD Black, For Regular Cab
- FL3Z-16450-EB Black, For SuperCab
- FL3Z-16450-FB Black, For SuperCrew

Fits Model Years 2015-2016

¹Ford Licensed Accessory. | ²Vehicle application and restrictions apply. Additional components are required. See dealer for details. | ³Consult your Owner's Guide for specific weight ratings. | ⁴PEPS (Passive Entry/Passive Start) is the Push-Button Start System.

FORD F-150

Step Bars, 5" Angular

- FL3Z-16450-GB Chrome, For SuperCab
- FL3Z-16450-HB Chrome, For SuperCrew
- FL3Z-16450-LC Painted Magnetic, For SuperCab
- FL3Z-16450-MC Painted Magnetic, For SuperCrew

Fits Model Years 2015-2016

Step Bars, 6" Angular

- FL3Z-16450-JB Chrome, For SuperCab
- FL3Z-16450-KB Chrome, For SuperCrew
- FL3Z-16450-NC Painted Magnetic, For SuperCab
- FL3Z-16450-PB Painted Magnetic, For SuperCrew

Fits Model Years 2015-2016

Wheel-Well Liners

- FL3Z-9927886-B Black, One Pair, For Rear Wheel Wells

Fits Model Years 2015-2016

TRAILER TOWING AND HITCHES | F-150

Front Tow Hooks

- FL3Z-17N808-A Chrome
- Fits Model Years 2015-2016

Trailer Brake Control

- FL3Z-19H332-AA
- Fits Model Years 2015-2016

Trailer Hitch

- FL3Z-19D520-A 2" Receiver
- Fits Model Years 2015-2016

Trailer Hitch Balls³

- BL3Z-19F503-A Stainless Steel, 2⁵/₁₆" Ball, 1" Shank
- BL3Z-19F503-B Stainless Steel, 2" Ball, 1" Shank
- BL3Z-19F503-C Stainless Steel, 1⁷/₈" Ball, 1" Shank

Fits Model Years 2004-2016

Trailer Hitch Drawbars³

- BL3Z-19A282-A 4" Drop / 2¹/₄" Rise, For 2" Hitch Receiver
- BL3Z-19A282-B 2" Drop / 3⁴/₄" Rise, For 2" Hitch Receiver

Fits Model Years 2004-2016

+ Trailer Tow Mirrors

- FL3Z-17696-AA Black Manual Mirrors: Manually Adjustable Glass, Manual Telescoping/Folding, Set of 2

Fits Model Years 2015-2016

INTERIOR | F-150

Ash Cup/Coin Holder

- 5L8Z-7804810-AAA w/o Lighter Element
 - 5L8Z-7804810-BAA w/Lighter Element
- Fits Model Years 2005-2009, 2015-2016

Cargo Organizer, Soft

- AE5Z-19H484-A Cooler Bag w/Adjustable Carrying Strap
- EE5Z-78115A00-A Large, Folding
- EE5Z-78115A00-B Standard, Folding

Fits Model Years 2004-2016

Cargo Organizer, Under Seat

- FL3Z-78115A00-AA Ebony, Fits SuperCab and SuperCrew

Fits Model Years 2015-2016

+ First Aid Kit by DC Safety™¹

- VFL3Z-19F515-C
- Fits Model Years 2010-2016

Floor Mats, All-Weather

Dual Retention on Driver-Side Mat.

- FL3Z-1513086-BA Black, 2-Piece Set, Front Only, For Regular Cab
- FL3Z-1613086-BA Black, 3-Piece Set, Front w/Vehicle Logo, For SuperCrew
- FL3Z-1813300-BA Black, 3-Piece Set, Front w/Vehicle Logo, For SuperCab

Fits Model Years 2015-2016

+ Floor Mats, Carpeted

Dual Retention on Driver-Side Mat.

- FL3Z-1513086-AB Ebony, 2-Piece Set, For Regular Cab
- FL3Z-1613300-AA Ebony, 4-Piece Set, For SuperCrew
- FL3Z-1813300-CA Ebony, 4-Piece Set, For SuperCab

Fits Model Years 2015-2016

In-Vehicle Safe by Console Vault®¹

- VFL3Z-2806202-A Use w/Full Floor Console
- Fits Model Years 2015-2016

+ In-Vehicle Safe by Console Vault®¹

- VFL3Z-2806202-B Fits in Armrest on 40/20/40 Seats
- VFL3Z-2806202-C Fits in Seat Cushion on 40/20/40 Seats

Fits Model Years 2015-2016

Interior Light Kit

- CL8Z-13E700-AA
- Fits Model Years 2008-2016

Mirror, Auto-Dimming Rearview

- 4L3Z-17700-B Auto-Dimming w/HomeLink®, Compass and Temperature Display

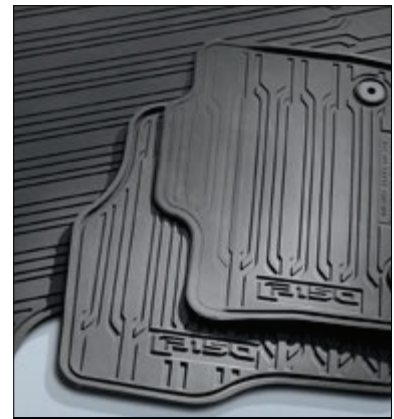
Fits Model Years 2006-2016

+ Roadside Assistance Kit by DC Safety™¹

- VFL3Z-19F515-A
- Fits Model Years 2010-2016



Under Seat Cargo Organizer



All-Weather Floor Mats



Carpeted Floor Mats



Trailer Hitch Balls³

+ New content added to this issue.



Auto-Dimming Rearview Mirror



Interior Light Kit



Tablet Cradle by Lumen^{®1}



Wheel Lock Kit

+ Seat Covers, Camouflage Protective

Seat Covers by Covercraft^{®2}

- VFL3Z-15600D20-E Forest Camo, Front Row, Captain's Chairs
- VFL3Z-15600D20-F Desert Camo, Front Row, Captain's Chairs
- VFL3Z-15600D20-G Winter Camo, Front Row, Captain's Chairs
- VFL3Z-1863812-E Forest Camo, Rear Row, 60/40, For SuperCab
- VFL3Z-1863812-F Desert Camo, Rear Row, 60/40, For SuperCab
- VFL3Z-1863812-G Winter Camo, Rear Row, 60/40, For SuperCab
- VFL3Z-25600D20-E Forest Camo, Front Row, 40/20/40
- VFL3Z-25600D20-F Desert Camo, Front Row, 40/20/40
- VFL3Z-25600D20-G Winter Camo, Front Row, 40/20/40
- VFL3Z-2663812-E Forest Camo, Rear Row, 60/40, w/o Armrest, For SuperCrew
- VFL3Z-2663812-F Desert Camo, Rear Row, 60/40, w/o Armrest, For SuperCrew
- VFL3Z-2663812-G Winter Camo, Rear Row, 60/40, w/o Armrest, For SuperCrew
- VFL3Z-2663812-L Forest Camo, Rear Row, 60/40, w/Armrest, For SuperCrew
- VFL3Z-2663812-M Desert Camo, Rear Row, 60/40, w/Armrest, For SuperCrew
- VFL3Z-2663812-N Winter Camo, Rear Row, 60/40, w/Armrest, For SuperCrew

Fits Model Years 2015-2016

Seat Covers, Carhartt[®] Protective

Seat Covers by Covercraft^{®1}

- VFL3Z-15600D20-C Gravel, Front Row, Captain's Chair
- VFL3Z-15600D20-D Brown, Front Row, Captain's Chair
- VFL3Z-1863812-C Brown, Rear Row, 60/40, For SuperCab
- VFL3Z-1863812-D Gravel, Rear Row, 60/40, For SuperCab
- VFL3Z-25600D20-C Brown, Front Row, 40/20/40, For All Cabs
- VFL3Z-25600D20-D Gravel, Front Row, 40/20/40, For All Cabs
- VFL3Z-2663812-C Brown, Rear Row, 60/40, w/o Armrest, For SuperCrew
- VFL3Z-2663812-D Gravel, Rear Row, 60/40, w/o Armrest, For SuperCrew
- VFL3Z-2663812-J Brown, Rear Row, 60/40, w/Armrest, For SuperCrew
- VFL3Z-2663812-K Gravel, Rear Row, 60/40, w/Armrest, For SuperCrew

Fits Model Years 2015-2016

Seat Covers, Protective

Seat Covers by Covercraft^{®1}

- VFL3Z-15600D20-A Taupe, Front Row, Captain's Chairs
- VFL3Z-15600D20-B Charcoal, Front Row, Captain's Chairs
- VFL3Z-1863812-A Taupe, Rear Row, 60/40, For SuperCab
- VFL3Z-1863812-B Charcoal, Rear Row, 60/40, For SuperCab
- VFL3Z-25600D20-A Taupe, Front Row, 40/20/40
- VFL3Z-25600D20-B Charcoal, Front Row, 40/20/40
- VFL3Z-2663812-A Taupe, Rear Row, 60/40, w/o Armrest, For SuperCrew
- VFL3Z-2663812-B Charcoal, Rear Row, 60/40, w/o Armrest, For SuperCrew
- VFL3Z-2663812-H Charcoal, Rear Row, 60/40, w/Armrest, For SuperCrew
- VFL3Z-2663812-P Taupe, Rear Row, 60/40, w/Armrest, For SuperCrew

Fits Model Years 2015-2016

Tablet Cradle by Lumen^{®1}

VEL3Z-19A464-A Mounts to Headrest Supports. For iPad[®]

Fits Model Years 2008-2016

WHEELS | F-150

+ Wheel Lock Kit

Includes: 4 Locking Lugs and 1 Key.

- EK4Z-1A043-A Chrome-Plated For Exposed Lugs
- FL1Z-1A043-A Zinc-Plated For Hidden Lugs

Fits Model Years 2015-2016

¹Ford Licensed Accessory. | ²Vehicle application and restrictions apply. Additional components are required. See dealer for details. | ³Consult your Owner's Guide for specific weight ratings. | ⁴PEPS (Passive Entry/Passive Start) is the Push-Button Start System.

BED PRODUCTS | SUPER DUTY®

Bed Extender

8C3Z-99286A40-C Black
Fits Model Years 2008-2016

Bed Mats

F81Z-99112A15-BA Black,
For 6¾' Styleside Bed
F81Z-99112A15-AA Black,
For 8' Styleside Bed
Fits Model Years 1999-2016

Bed Tailgate Liner

AC3Z-99000A38-AA Black, For Styleside Bed
Fits Model Years 2011-2016

Bedliners

8C3Z-9900038-BA Black,
For 6¾' Styleside Bed
8C3Z-9900038-AA Black,
For 8' Styleside Bed
Fits Model Years 2008-2016

Bedliners, Sportliner™ by Bedrug®¹

VAC3Z-9900038-EA Black, For 6¾' Styleside
Bed w/o Tailgate Step
VAC3Z-9900038-FA Black, For 8' Styleside
Bed w/o Tailgate Step
Fits Model Years 1999-2016

Bedliners, Sportliner™ by Bedrug®¹

VAC3Z-9900038-CA Black, For 6¾' Styleside
Bed w/Tailgate Step
Fits Model Years 2004-2016

Bedliners, Sportliner™ by Bedrug®¹

VAC3Z-9900038-DA Black, For 8' Styleside
Bed w/Tailgate Step
Fits Model Years 2006-2016

Cable Lock by Master Lock®¹

A9FCS-4FW603-AA Black, Compatible
w/Ford Bedliners.
Requires Modification
to Bedliner
Fits Model Years 2009-2016

Commercial-Grade Tool/Cargo Box by Delta®¹

VAC3Z-17N004-A 74.875"L x 21.0"W x 14.25"H
Fits Model Years 2006-2016

+ Stake-Pocket Tie-Downs, Retractable by Bull Accessories¹

VFC3Z-99000A64-A Black, Flush-Mounted,
Grain-Matched, Set of 2
Fits Model Years 2015-2016

Tonneau Covers, Hard Folding by REV®¹

V9C3Z-99501A42-EA Black,
For 6¾' Styleside Bed
V9C3Z-99501A42-FA Black,
For 8' Styleside Bed
Fits Model Years 2009-2016



Bed Extender

Tonneau Covers, Hybrid Trifold w/Canvas Top by Advantage¹

VDC3Z-99501A42-BA For 6¾' Styleside Bed
VDC3Z-99501A42-CA For 8' Styleside Bed
Fits Model Years 1999-2016

Tonneau Covers, Painted Hard One-Piece by UnderCover™¹

VDC3Z-99501A42-AA Ingot Silver Metallic,
For 6¾' Bed
VDC3Z-99501A42-AJ Vermillion Red,
For 6¾' Bed
VDC3Z-99501A42-AL Oxford White,
For 6¾' Bed
VDC3Z-99501A42-AM Tuxedo Black Metallic,
For 6¾' Bed
VDC3Z-99501A42-AP White Platinum
Metallic, For 6¾' Bed
Fits Model Years 2011-2016

Tonneau Covers, Painted Hard One-Piece by UnderCover™¹

VDC3Z-99501A42-AG Green Gem Metallic,
For 6¾' Bed
Fits Model Years 2012-2016

Tonneau Covers, Painted Hard One-Piece by UnderCover™¹

VDC3Z-99501A42-AF Blue Jeans Metallic,
For 6¾' Bed
VDC3Z-99501A42-AH Ruby Red Metallic
Tinted Clearcoat,
For 6¾' Bed
Fits Model Years 2013-2016

Tonneau Covers, Painted Hard One-Piece by UnderCover™¹

VEC3Z-99501A42-CA Magnetic Metallic,
For 6¾' Bed
VEC3Z-99501A42-CB Bronze Fire Metallic,
For 6¾' Bed
VEC3Z-99501A42-CC Caribou Metallic,
For 6¾' Bed
Fits Model Years 2015-2016

Tonneau Covers, Premium Soft Roll-Up by TruXedo®¹

VCC3Z-99501A42-AA Platinum,
For 6¾' Styleside Bed
VCC3Z-99501A42-BA Platinum,
For 8' Styleside Bed
Fits Model Years 2008-2016



Bedliner



Tonneau Covers, Hybrid Trifold
w/Canvas Top by Advantage¹



Commercial-Grade Tool/Cargo Box
by Delta®¹

+ New content added to this issue.



Remote Access



Tonneau Covers, Premium Soft Roll-Up by TruXedo®¹



Tonneau Covers, Painted Hard One-Piece by UnderCover™¹



Keyless Entry Keypad

Tonneau Covers, Soft Folding by Advantage¹

V9C3Z-99501A42-AA For 6¾' Styleside Bed
V9C3Z-99501A42-BA For 8' Styleside Bed
Fits Model Years 1999-2016

Tonneau Covers, Soft Roll-Up by TruXedo®¹

V9C3Z-99501A42-CA For 6¾' Styleside Bed
V9C3Z-99501A42-DA For 8' Styleside Bed
Fits Model Years 2008-2016

Tonneau Covers, Textured Hard One-Piece by UnderCover™¹

VDC3Z-99501A42-A Black, For 6¾' Bed w/Tailgate Step
Fits Model Years 2008-2016

ELECTRONICS | SUPER DUTY®

Backup Alarm by ECCO®¹

VAC3Z-14N137-A
Fits Model Years 2005-2016

Bumper-Mounted Warning Sensor by Rosen®¹

Requires Installation Tool Kit VAS4Z-15A866-C.
VAS4Z-15A866-B Reverse Sensor
Fits Model Years 2006-2016

Cruise Control

BC3Z-9A818-AA
Fits Model Years 2011-2016

Ford Telematics™ Powered by Telogis®¹

VGC3Z-70G476-A
Fits Model Years 2012-2016

HitchScan™ Rear Park Assist Sensor and Hitch Step by Rosen®¹

Fits 1¼" and 2" Hitch Receivers.
VAG1Z-15K859-A Reverse Sensor
Fits Model Years 2005-2016

Keyless Entry Keypad

ES7Z-14A626-A
Fits Model Years 2006-2016

Remote Start System

Does Not Include Siren and Shock Sensor.
BC3Z-19G364-A Series 100, Plug 'n Play.
For Vehicles w/o Push-Button Start, w/Power Door Locks
Fits Model Years 2011-2016

Remote Start System, Hood Switch Kit

Only Required if Vehicle Is Not Already Equipped.
BC3Z-19G366-A
Fits Model Years 2011-2016

Wireless Charging by JVIS®¹

For Vehicles w/Flow-Through Console.
VEL3Z-19A464-C Wireless Charging Pad.
Mounts in Console
Fits Model Years 2011-2016

FORD SUPER DUTY®

VEHICLE SECURITY SYSTEM – FORD PERIMETER PLUS w/UPGRADEABLE REMOTE START SYSTEM | SUPER DUTY®

Vehicle Security System – Ford Perimeter Plus

Upgradeable to Remote Start Systems.
Requires Dealer Installation.

DL3Z-19A361-A Plug 'n Play Module
Fits Model Years 2011-2016

Vehicle Security System – Ford Perimeter Plus – Optional LED Kit

Requires Vehicle Security System – Ford Perimeter Plus Module.

DM5Z-19D596-A LED Kit
Fits Model Years 2011-2016

Remote Start System – One-Way, Long Range

Requires Dealer Installation and Programming.
(May Require Additional Equipment.)

Requires:
DL3Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module
DS7Z-15K601-F One-Way, Long Range Key Fob
DL3Z-15603-C Antenna Kit
Fits Model Years 2011-2016

Remote Start System – Bi-Directional

Requires Dealer Installation and Programming.
(May Require Additional Equipment.)

Requires:
DL3Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module
DL3Z-15K601-A Bi-Directional Key Fob
DL3Z-15603-C Antenna Kit
Fits Model Years 2011-2016

Remote Start System – RFR Antenna and Harness Kit

DA8Z-15603-A Only Required if Vehicle Is Not Already Equipped
Fits Model Years 2011-2016

Remote Start System – Remote Access

Requires Dealer Installation and Programming.
(May Require Additional Equipment.)

DL3Z-19A361-A Vehicle Security System – Ford Perimeter Plus Module
DL3Z-19A390-B Remote Messaging Unit
Fits Model Years 2011-2016

EXTERIOR | SUPER DUTY®

Deflector, Aeroskin™ Hood Protector by Lund®¹

VBC3Z-16C900-G Smoke-Color
Fits Model Years 2011-2016

Deflector, Hood

CC3Z-16C900-A Smoke-Color
CC3Z-16C900-B Chrome
Fits Model Years 2011-2016

¹Ford Licensed Accessory. | ²Vehicle application and restrictions apply. Additional components are required. See dealer for details. | ³Consult your Owner's Guide for specific weight ratings. | ⁴PEPS (Passive Entry/Passive Start) is the Push-Button Start System.

FORD SUPER DUTY®

Deflectors, Side Window

- F81Z-18246-AA Smoke-Color, Front Only, 2-Piece Set, For Regular Cab
- F81Z-18246-BA Smoke-Color, Front and Rear, 4-Piece Set, For SuperCab
- F81Z-18246-CA Smoke-Color, Front and Rear, 4-Piece Set, For Crew Cab

Fits Model Years 1999-2016

Exhaust Tip

- BC3Z-5K238-A Chrome, For Gas Engines Only

Fits Model Years 2011-2016

Fog Lamps

- BC3Z-15200-BA For XLT Models

Fits Model Years 2011-2016

+ Fog Lamps

For Vehicles Built Before August 12, 2014.

- EC3Z-15200-AA For XL Models

Fits Model Years 2014-2015

+ Fog Lamps

For Vehicles Built After August 12, 2014.

- FC3Z-15200-AA For XL Models

Fits Model Years 2015-2016

Racks and Carriers by THULE®^{®1}

Bike Carrier, Hitch-Mounted

For 1¼" and 2" Receivers.

- VGT4Z-7855100-A Carries 2 Bikes

- VGT4Z-7855100-B Carries 4 Bikes

Fits Model Years 2004-2016

Racks and Carriers by THULE®^{®1}

Bike Frame Adapter

Requires 2- or 4-Bike

Hitch-Mounted Carrier by THULE®

- VDT4Z-7855100-E Modifies Women's, BMX or Other Non-Standard Bike Frames to Be Carried on Hitch-Mounted Bike Racks by THULE®

Fits Model Years 2004-2016

Racks and Carriers by THULE®^{®1}

Ski Carrier Adapter

Requires 2- or 4-Bike

Hitch-Mounted Carrier by THULE®

- VDT4Z-7855100-F Converts 2- or 4-Bike Hitch-Mounted Racks by THULE® to a Ski/Snowboard Carrier. Carries up to 6 Pairs of Skis or 4 Snowboards

Fits Model Years 2004-2016

+ Splash Guards, Flat

- F65Z-16A550-AB Black, Front or Rear Pair, w/Ford Oval Logo

Fits Model Years 1999-2016

Splash Guards, Heavy-Duty

- CC3Z-16A550-A Black, Rear Pair, For Vehicles w/Dual Rear Wheels

- CC3Z-16A550-B Black w/Stainless Steel Insert, Rear Pair, For Vehicles w/Dual Rear Wheels

- CL3Z-16A550-D Black, Front Pair, w/Ford Oval Logo

- CL3Z-16A550-E Black, Rear Pair, w/Ford Oval Logo, For Vehicles w/Single Rear Wheels

- CL3Z-16A550-G Black w/Stainless Steel Insert, Front Pair, w/Ford Oval Logo

- CL3Z-16A550-H Black w/Stainless Steel Insert, Rear Pair, For Vehicles w/Single Rear Wheels

Fits Model Years 2011-2016

Splash Guards, Molded

- BC3Z-16A550-BB Rear, w/Ford Oval Logo, For Vehicles w/o Wheel-Lip Molding

- BC3Z-16A550-DB Rear, w/Ford Oval Logo, For Vehicles w/Wheel-Lip Molding

- BC3Z-16A550-EB Rear, w/Ford Oval Logo, For Vehicles w/Dual Rear Wheels

- BC3Z-16A550-FA Front, w/Ford Oval Logo, For Vehicles w/o Wheel-Lip Molding

- BC3Z-16A550-GA Front, w/Ford Oval Logo, For Vehicles w/Wheel-Lip Molding

Fits Model Years 2011-2016

Sportz® Tents by Napier¹

- VAL3Z-99000C38-B For Trucks w/6¾' Bed

- VAL3Z-99000C38-A For Trucks w/8' Bed

Fits Model Years 2006-2016

Step Bars, 5"

- 4C3Z-16450-DAA Chromed Aluminum, For Regular Cab

- 4C3Z-16450-GAA Black, For Regular Cab

Fits Model Years 2004-2016

Step Bars, 5"

- BC3Z-16450-CB Black, For SuperCab

- BC3Z-16450-DA Chromed Aluminum, For SuperCab

- BC3Z-16450-DB Black, For Crew Cab

- BC3Z-16450-EA Chromed Aluminum, For Crew Cab

Fits Model Years 2006-2016

Step Bars, 6" Angular

- CC3Z-16450-AB Chromed Aluminum, For SuperCab

- CC3Z-16450-BB Chromed Aluminum, For Crew Cab

Fits Model Years 2009-2016

Wheel-Well Liners

- BC3Z-9927886-A Black, One Pair, For Rear Wheel Wells

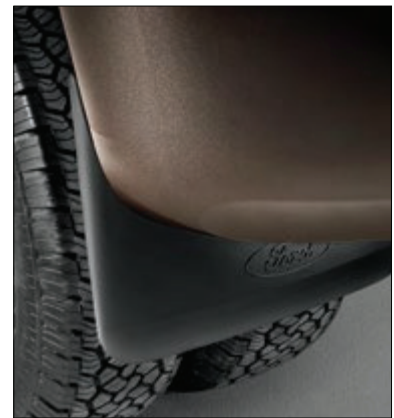
Fits Model Years 2011-2016



Aeroskin™ Hood Protector by Lund®¹



Heavy-Duty Splash Guards



Splash Guards



5th-Wheel Hitch Kit

+ New content added to this issue.



5" Step Bar, Chromed Aluminum



Exhaust Tip



Wheel-Well Liners



Gooseneck Hitch Kit

TRAILER TOWING AND HITCHES | SUPER DUTY®

+ 5th-Wheel Adapter Plate

For Use w/Ford Original Accessories
5th-Wheel Prep Package.

BC3Z-19H282-A 5th-Wheel Rail-Mount
Adapter Kit

Fits Model Years 2011-2016

5th-Wheel Hitch Kit

BC3Z-19D520-C 18,000 lbs
FC3Z-19D520-A 26,500 lbs

Fits Model Years 2011-2016

5th-Wheel/Gooseneck Hitch Prep Package

BC3Z-5F057-A Under-Carriage, Crossmember
Package. Does Not Include
Wiring Harness

Fits Model Years 2011-2016

Gooseneck Hitch Kit

BC3Z-19F503-A 26,500 lbs

Fits Model Years 2011-2016

Gooseneck Hitch Kit

Available For F-450 Dual Rear
Wheel Applications.

Includes: 2⁵/₁₆" and 3" Hitch Balls
and 2 Safety Chain Loops.

FC3Z-19F503-A 31,200 lbs

Fits Model Years 2015-2016

Pintle Mount

BC3Z-19A282-B For 2¹/₂" Hitch Receiver

Fits Model Years 2011-2016

Trailer Brake Control

FC3Z-19H332-BA Kit Includes Coin Tray

Fits Model Years 2011-2016

Trailer Hitch

For Chassis Cab.

BC3Z-19D520-B 2" Receiver

Fits Model Years 2011-2016

Trailer Hitch Balls³

BL3Z-19F503-C Stainless Steel,
1⁷/₈" Ball, 1" Shank

Fits Model Years 2005-2016

Trailer Hitch Balls³

BL3Z-19F503-A Stainless Steel,
2⁵/₁₆" Ball, 1" Shank

BL3Z-19F503-B Stainless Steel,
2" Ball, 1" Shank

Fits Model Years 2009-2016

Trailer Hitch Balls³

Requires Trailer Hitch Drawbar BC3Z-19A282-A.

BC3Z-19F503-B Stainless Steel,
2⁵/₁₆" Ball, 1¹/₄" Shank

Fits Model Years 2011-2016

Trailer Hitch Drawbars³

BL3Z-19A282-A 4" Drop / 2¹/₄" Rise,
For 2" Hitch Receiver

BL3Z-19A282-B 2" Drop / 3⁴/₈" Rise,
For 2" Hitch Receiver

Fits Model Years 2009-2016

FORD SUPER DUTY®

Trailer Hitch Drawbars³

For Use w/Trailer Hitch Ball BC3Z-19F503-B.

BC3Z-19A282-A 3" Drop/1¹/₂" Rise,
For 2¹/₂" Hitch Receiver

Fits Model Years 2011-2016

INTERIOR | SUPER DUTY®

Ash Cup/Coin Holder

5L8Z-7804810-AAA w/o Lighter Element

5L8Z-7804810-BAA w/Lighter Element

Fits Model Years 2007-2016

Cargo Organizer, Soft

AE5Z-19H484-A Cooler Bag w/Adjustable
Carrying Strap

EE5Z-78115A00-A Large, Folding

EE5Z-78115A00-B Standard, Folding

Fits Model Years 2006-2016

+ First Aid Kit by DC Safety™¹

VFL3Z-19F515-C

Fits Model Years 2010-2016

Floor Mats, All-Weather

Dual Retention on Driver-Side Mat
(For Vehicles Built After 1/10/12).

DC3Z-2513086-A Black, 2-Piece Set, Front
Only, w/Super Duty® Logo,
For Regular Cab

DC3Z-2613300-A Black, 3-Piece Set,
w/Super Duty® Logo,
For Crew Cab

DC3Z-2813300-A Black, 3-Piece Set,
w/Super Duty® Logo,
For SuperCab

Fits Model Years 2012-2016

Floor Mats, Carpeted

Dual Retention on Driver-Side Mat
(For Vehicles Built After 1/10/12).

CC3Z-2513086-AA Ebony, 2-Piece Set, Front
Only, w/Super Duty®
Logo, For Regular Cab

CC3Z-2513086-AB Espresso, 2-Piece Set,
Front Only, w/Super Duty®
Logo, For Regular Cab

CC3Z-2813300-AA Ebony, 4-Piece Set,
w/Super Duty® Logo,
For Crew Cab/SuperCab,
w/Subwoofer

CC3Z-2813300-AB Espresso, 4-Piece Set,
w/Super Duty® Logo,
For Crew Cab/SuperCab,
w/Subwoofer

CC3Z-2813300-BA Ebony, 4-Piece Set,
w/Super Duty® Logo,
For Crew Cab/SuperCab,
w/o Subwoofer

CC3Z-2813300-BB Espresso, 4-Piece Set,
w/Super Duty® Logo,
For Crew Cab/SuperCab,
w/o Subwoofer

Fits Model Years 2012-2016

¹Ford Licensed Accessory. | ²Vehicle application and restrictions apply. Additional components are required. See dealer for details. | ³Consult your Owner's Guide for specific weight ratings. | ⁴PEPS (Passive Entry/Passive Start) is the Push-Button Start System.

FORD SUPER DUTY®

In-Vehicle Safe by Console Vault®¹

- VDC3Z-2806202-A For Vehicles
w/Fold Down Armrest
- VDC3Z-9906202-A For Vehicles
w/Captain's Chairs

Fits Model Years 2011-2016

+ Roadside Assistance Kit by DC Safety™¹

VFL3Z-19F515-A

Fits Model Years 2010-2016

Seat Covers, Camouflage Protective Seat Covers by Covercraft®¹

- VDC3Z-15600D20-A Forest Camo,
Front Captain's Chairs
- VDC3Z-15600D20-B Desert Camo,
Front Captain's Chairs
- VDC3Z-25600D20-A Forest Camo,
Front Row, 40/20/40
- VDC3Z-25600D20-B Desert Camo,
Front Row, 40/20/40
- VDC3Z-2663812-A Forest Camo, Rear Row,
60/40 w/o Armrest,
For Crew Cab
- VDC3Z-2663812-B Desert Camo, Rear Row,
60/40 w/o Armrest,
For Crew Cab
- VDC3Z-2663812-C Forest Camo, Rear Row,
60/40 w/Armrest
- VDC3Z-2663812-D Desert Camo, Rear Row,
60/40 w/Armrest
- VDC3Z-2863812-A Forest Camo, Rear Row,
60/40 w/o Armrest,
For SuperCab
- VDC3Z-2863812-B Desert Camo, Rear Row,
60/40 w/o Armrest,
For SuperCab

Fits Model Years 2011-2016

Seat Covers, Carhartt® Protective Seat Covers by Covercraft®¹

- VBC3Z-25600D20-A Brown, Front Row,
40/20/40
- VBC3Z-26600D20-A Brown, Front Row,
Captain's Chair
- VBC3Z-2663812-A Brown, Rear Row,
60/40, w/Armrest,
For Crew Cab
- VBC3Z-2663812-C Brown, Rear Row,
60/40, w/o Armrest,
For Crew Cab
- VBC3Z-2863812-A Brown, Rear Row,
60/40, For SuperCab
- VCC3Z-25600D20-A Gravel, Front Row,
40/20/40
- VCC3Z-26600D20-C Gravel, Front Row,
Captain's Chair
- VCC3Z-2663812-A Gravel, Rear Row,
60/40, w/Armrest,
For Crew Cab
- VCC3Z-2663812-B Gravel, Rear Row,
60/40, w/o Armrest,
For Crew Cab
- VCC3Z-2863812-A Gravel, Rear Row,
60/40, For SuperCab

Fits Model Years 2011-2016

Seat Covers, Leather-Trimmed Interior Seating by Katzkin®¹

For 1st-, 2nd- and 3rd-Row Seating Where Applicable. See Dealer for Additional Details.

-ROW- Available in Standard or Tuscany Materials/Colors

Fits Model Years 2007-2016

Seat Covers, Protective Seat Covers by Covercraft®¹

- VAC3Z-15600D20-A Taupe,
Front Captain's Chairs
- VAC3Z-15600D20-B Charcoal,
Front Captain's Chairs
- VAC3Z-25600D20-A Taupe, Front Row,
40/20/40
- VAC3Z-25600D20-B Charcoal, Front Row,
40/20/40
- VAC3Z-2663812-A Taupe, Rear Row,
60/40 w/Armrest
- VAC3Z-2663812-B Charcoal, Rear Row,
60/40 w/Armrest
- VAC3Z-2663812-C Taupe, Rear Row,
60/40 w/o Armrest,
For Crew Cab
- VAC3Z-2663812-D Charcoal, Rear Row,
60/40 w/o Armrest,
For Crew Cab
- VAC3Z-2863812-A Taupe, Rear Row,
60/40 w/o Armrest,
For SuperCab
- VAC3Z-2863812-B Charcoal, Rear Row,
60/40 w/o Armrest,
For SuperCab

Fits Model Years 2011-2016

Tablet Cradle by Lumen®¹

VEL3Z-19A464-A Mounts to Headrest Supports. For iPad®

Fits Model Years 2011-2016

WHEELS | SUPER DUTY®

Stainless Steel Wheel Covers by Phoenix¹

Includes: AirMax Inflation Kit.

VAC3Z-1130-A Dual, 17" x 6," 8-Lug

Fits Model Years 2005-2016

Stainless Steel Wheel Covers by Phoenix¹

Includes: AirMax Inflation Kit.

VAC3Z-1130-B Dual, 19.5" x 6," 10-Lug

Fits Model Years 2006-2016

Wheel Lock Kit

Includes: 4 Locking Lugs and 1 Key.

3C3Z-1A043-AA Zinc-Plated
For Hidden Lugs

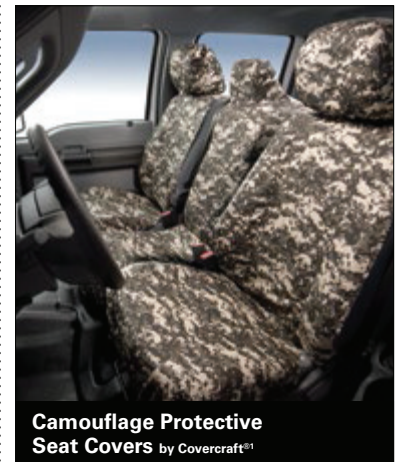
Fits Model Years 2003-2016



Tablet Cradle by Lumen®¹



Stainless Steel Wheel Covers by Phoenix¹



Camouflage Protective Seat Covers by Covercraft®¹



Wheel Lock Kit

+ New content added to this issue.

LIGHT IT UP

WITH **PERSONALIZED MUSTANG SCUFF PLATES**

NOW AVAILABLE

Ford Mustang illuminated personalized scuff plates, using LED lighting to illuminate your own personal logo on an aluminum-finish appliqué. Your name or logo is laser-etched into the appliqué and is illuminated with multi-color lighting.

- 2005-2015 Mustang
- Direct OEM replacement part
- Quick, DIY installation
- Add personal style to your Mustang
- Add your own custom, laser-etched logo that illuminates
- Available for 2005-2015 Mustang in red, green, blue or white
- Fully compatible with ambient lighting-equipped 2010-2015 Mustang
- Contains fully assembled driver and passenger side scuff plates, with custom content on both
- Resistant to scratching and scuffing
- Protected from UV fading
- Tested to OEM engineering standards
- Full range of Mustang special-edition logos available for imprinting



FORD PERFORMANCE

ACCESSORIES AND APPAREL

FORD PERFORMANCE OGIO® TORQUE 1/4 ZIP PULLOVER

100% polyester atop contrast microfleece interior, 1/4 zip, two front zip pockets and one vertical chest pocket. Ribbed cuffs and drawcord hem. Blue/Gray. Med-2XL

A. 1416625

FORD PERFORMANCE OGIO® BOOM DUFFEL

Polyester fabric, U-shaped main bay, ventilated shoe tunnel, front/side zip pockets, molded grab handle and detachable shoulder strap. 13" x 24" x 12". Blue.

B. 1416630

FORD PERFORMANCE WALL POSTER

High-quality poster featuring six of the upcoming Ford Performance vehicles. Measures 36" wide by 21" high. Ships in rolled mailer tube.

C. 1363520

FORD PERFORMANCE ZIPPO® STAINLESS BOTTLE

Insulated stainless steel body and push-button lid with leak-resistant silicone seal. Warm or cold liquids. 17oz. Hand-wash only; do not microwave. Silver.

D. 1416631

2017 FORD F-150 RAPTOR SNAPTITE® BUILD KIT

1:25 build-it-yourself plastic model of the highly anticipated 2017 F-150 Raptor. Easy to build and fun to play with. Assemble by hand – no glue, paint or tools needed. For ages six and up. 8.5" x 4" x 3.25". Red. WARNING: CHOKING HAZARD – Small parts. Not for children under 3 years.

E. 1422131

FORD 1967 MUSTANG GT 1:18

1:18 die-cast metal and plastic replica of '67 Mustang. Features include opening doors and hood, detailed engine and chassis, steerable front wheels. Not intended for children. 15.5" x 10.2" x 5.8". Aspen Gold. WARNING: CHOKING HAZARD – Small parts. Not for children under 3 years.

F. 1422132



A.



B.



C.



D.



E.



F.

ACCESSORIES AND APPAREL



A.



B.



C.



D.



E.



F.

FORD PERFORMANCE SIDESWIPE POLO

100% moisture-wicking polyester. Line print at right chest, three-button placket, piped forward shoulders/back yoke and open-hem sleeves. Blue/White. Med-2XL
A. 1416626

FORD PERFORMANCE OGIO® TRAX POLO

Double-mesh performance polyester. Contrast insets at sides, shoulders and sleeves. Three-button hidden placket and open-hem sleeves. Black/Gray/Red. Med-2XL
B. 1416612

FORD PERFORMANCE OGIO® CARBON BACKPACK

Polyester fabric, two zippered bays, organizer panel in front pocket, padded straps, audio pocket with line port and two mesh holsters. 18" x 11" x 8". Black.
C. 1416613

FORD PERFORMANCE VACUUM BOTTLE

Double-wall, vacuum-insulated stainless steel body with threaded lid. 26oz. Hand-wash only; do not microwave. Matte Black.
D. 1416622

FORD PERFORMANCE KEY CHAIN

Solid metal fob offers a color-filled decoration and everyday performance. Standard split key ring. Measures 2.5" wide. Silver.
E. 1416621

FORD 1970 MUSTANG BOSS 302 1:24

Limited edition 1:24 replica of 1970 BOSS 302. Dark aqua metallic with black stripes. Includes shaker hood, rear window louvers and rear wing. Hood opens to reveal the BOSS 302 engine.
WARNING: CHOKING HAZARD – Small parts. Not for children under 3 years.
F. 1422133

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