

Item	Part Number	Description
1	5202	Tailpipe
2	5221	Tailpipe-to-muffler Torca® clamp
3	5K244	Muffler assembly
4	5G215	Muffler-to-catalytic converter bolt (2 required)
5	5E241	Gasket
6	N807634	Muffler-to-catalytic converter nut (2 required)
7	5F250	Exhaust Y-pipe—dual catalytic converter
8	5F472	Heated oxygen sensors (2 required)
9	5G444	Catalyst monitor sensors (2 required)

1. For additional information, refer to the procedures in this section.



**Exhaust Y-Pipe — Dual Catalytic Converter****Removal**

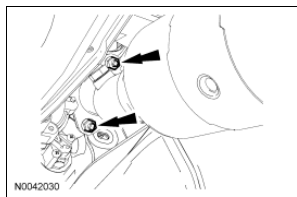
**⚠ CAUTION:** Do not use oil or grease-based lubricants on the isolators. These lubricants may cause deterioration of the rubber. This can lead to separation of the isolator from the exhaust hanger bracket during vehicle operation. Use only water-based lubricants on the isolators.

**NOTE:** Exhaust fasteners are of a prevailing torque design. Use only new fasteners with the same part number as the original. Torque values must be used as specified during reassembly to make sure of correct retention of exhaust components.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to [Section 100-02](#).
2. Using a suitable jack, support the exhaust system.
3. Disconnect the heated oxygen sensor (HO2S) and the catalyst monitor sensors electrical connectors.
4. Remove the exhaust Y-pipe dual catalytic converter-to-muffler assembly bolts, nuts and gasket.
  - Discard the exhaust Y-pipe dual catalytic converter-to-muffler assembly nuts and gasket.
5. Remove the transmission support crossmember. For additional information, refer to [Section 502-02](#).
6. **NOTE:** RH side shown, LH similar.

Remove the exhaust Y-pipe dual catalytic converter-to-exhaust manifold nuts.

- Discard the exhaust Y-pipe dual catalytic converter-to-exhaust manifold nuts.



7. Remove the exhaust Y-pipe dual catalytic converter.

**Installation**

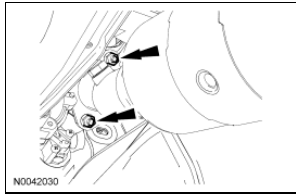
1. **NOTE:** RH side shown, LH similar.

**NOTE:** Install new exhaust Y-pipe dual catalytic converter-to-exhaust manifold nuts.

**NOTE:** Do not fully torque the exhaust Y-pipe dual catalytic converter-to-exhaust manifold joint.

Position the exhaust Y-pipe dual catalytic converter to the exhaust manifold and loosely tighten all nuts to stiffen the joint enough to maintain position.

- Tighten to 8 Nm (71 lb-in) and then add additional torque if needed to stiffen the joint.



2. **NOTE:** Install new exhaust Y-pipe dual catalytic converter-to-muffler assembly gasket and nuts.

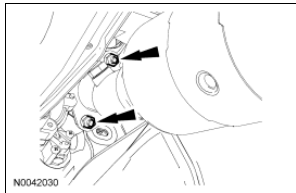
Install the exhaust Y-pipe-dual catalytic converter-to-muffler assembly new gasket, bolts and new nuts.

- Tighten to 40 Nm (30 lb-ft).

3. **NOTE:** RH shown, LH similar.

Tighten the exhaust Y-pipe dual catalytic converter-to-exhaust manifold nuts.

- Tighten to 40 Nm (30 lb-ft).



4. Install the transmission support crossmember. For additional information, refer to [Section 502-02](#) .

5. Connect the HO2S and catalyst monitor sensors electrical connectors.

6. Check to see if the exhaust system isolators are at zero load. If the exhaust system isolators are not at zero load, then carry out the exhaust system alignment procedure. For additional information, refer the [Exhaust System Alignment](#) in this section.

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## Muffler

### Removal

**⚠ WARNING:** The normal operating temperature of the exhaust system is very high. Never work around or attempt to repair any part of the exhaust system until it has cooled. Use special care when working around the catalytic converter. The catalytic converter heats to a high temperature after only a short period of engine operation. Failure to follow these instructions may result in personal injury.

**⚠ CAUTION:** Do not use oil or grease-based lubricants on the isolators. These lubricants may cause deterioration of the rubber. This can lead to separation of the isolator from the exhaust hanger bracket during vehicle operation. Use only water-based lubricants on the isolators.

**NOTE:** Exhaust fasteners are of a prevailing torque design. Use only new fasteners with the same part number as the original. Torque values must be used as specified during reassembly to make sure of correct retention of exhaust components.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to [Section 100-02](#).
2. Using a suitable jack, support the exhaust system.
3. **NOTE:** When the muffler assembly-to-tailpipe Torca® clamp is loosened, a new muffler assembly-to-tailpipe Torca® clamp must be installed.  
  
Loosen the muffler assembly-to-tailpipe Torca® clamp.
4. Remove the exhaust Y-pipe dual catalytic converter-to-muffler assembly bolts, nuts and gasket.
  - Discard the exhaust Y-pipe dual catalytic converter-to-muffler assembly bolts, nuts and gasket.
5. Disconnect the rubber isolators and remove the muffler assembly.

### Installation

1. If reusing the tailpipe, install a new muffler assembly-to-tailpipe Torca® clamp. For additional information, refer to [Torca® Clamp](#) in this section.
2. Position the muffler assembly and connect the rubber isolators.
3. **NOTE:** Do not tighten the muffler assembly-to-tailpipe Torca® clamp until the exhaust system has been aligned.

**NOTE:** Using an abrasive pad, clean the muffler assembly-to-tailpipe surface area of any rust.

Position the muffler assembly-to-tailpipe.

4. **NOTE:** Install new exhaust Y-pipe dual catalytic converter-to-muffler assembly gasket, bolts and nuts.

Loosely install the exhaust Y-pipe-dual catalytic converter-to-muffler assembly gasket, bolts and nuts.

5. Align the exhaust system. For additional information, refer to Exhaust System Alignment in this section.
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## Tailpipe

### Removal

**⚠ CAUTION:** Do not use oil or grease-based lubricants on the isolators. These lubricants may cause deterioration of the rubber. This can lead to separation of the isolator from the exhaust hanger bracket during vehicle operation. Use only water-based lubricants on the isolators.

**NOTE:** Exhaust fasteners are of a prevailing torque design. Use only new fasteners with the same part number as the original. Torque values must be used as specified during reassembly to make sure of correct retention of exhaust components.

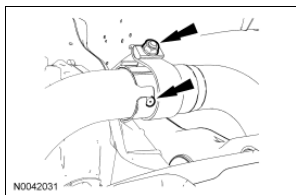
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to [Section 100-02](#).
2. Loosen the muffler assembly-to-tailpipe Torca® clamp.
3. Disconnect the rubber isolator and remove the tailpipe.

### Installation

1. Position the tailpipe and connect the rubber isolator.
2. **NOTE:** Using an abrasive pad, clean the muffler assembly-to-tailpipe surface area of any rust.

Position the muffler assembly-to-tailpipe and make sure the tab on the muffler assembly is seated inside the notch on the tailpipe and then tighten the Torca® clamp.

- Tighten to 48 Nm (35 lb-ft).



3. Check to see if the exhaust system isolators are at zero load. If the exhaust system isolators are not at zero load, then carry out the exhaust system alignment procedure. For additional information, refer to the [Exhaust System Alignment](#) in this section.
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**General Specifications**

Item	Specification
<b>Fuel Tank Capacity</b>	
Standard	85.2 L (22.5 gallons)
<b>Fuel Pressure</b>	
Key on, engine off	207-276 kPa (30-40 psi)
Engine running	207-276 kPa (30-40 psi)
<b>Lubricant</b>	
Motorcraft SAE 5W-30 Premium Synthetic Blend Motor Oil XO-5W30-QSP (in Canada Motorcraft SAE 5W-30 Super Premium Motor Oil CXO-5W30-LSP12) or equivalent (4.0L)	WSS-M2C929-A
Motorcraft SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP (in Canada Motorcraft SAE 5W-20 Super Premium Motor Oil CXO-5W20-LSP12) or equivalent (4.6L)	WSS-M2C930-A

**Torque Specifications**

Description	Nm	lb-in
Fuel tank filler pipe clamp	3	27



## Fuel System

The fuel system consists of the following components:

- Fuel and vapor tubes
- Fuel filter (located on the front of the fuel tank)
- Fuel Pump (FP) (located in the fuel tank)
- Fuel tank filler pipe assembly
- Fuel tank
- Fuel rail
- Fuel injectors
- Inertia Fuel Shutoff (IFS) switch (located behind the front passenger side interior kick panel)

The vehicle is equipped with electronic multi-port fuel injection that is supplied by an electronic returnless fuel system. The PCM receives pressure information from a fuel pressure sensor mounted on the fuel rail. The PCM is able to maintain constant fuel pressure by varying the FP output. This is accomplished by increasing or decreasing voltage supplied to the FP . The returnless fuel system offers improved economy, lower fuel temperatures and decreased fuel vapor in the fuel tank.

For exploded view information of the fuel system, refer to Fuel Tank and Filler Pipe — Exploded View or Fuel Lines and Fuel Filter — Exploded View in [Section 310-01](#) .

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