



## 2010 GT Mustang Shaker

Part #M-16612-SHK

**IMPORTANT NOTICE:**

**This product is not compatible with the Factory Strut Tower Brace. The installation of this product requires the permanent removal of the Factory Brace.**

**Component Check List:**

<u>Quantity/Description</u>	<u>Part #</u>
<b>1 - Engine Cover Assembly</b>	<b>1095-6000-01</b>
• 1 - Aluminum Shaker Scoop	183020
• 1 - Engine Cover	115052
• 1 - Hood Scoop Spacer	1095-6001-01
• 1 - Upper Air Tube	115054a
• 3 - M6-1.0 x 10mm Hex Head Bolts	183003
• 2 - Fender Washers ¼" x 1"	116051
• 4 - M6-1.0 Nuts w/ Loose Washer	183034
• 4 - M6-1.0 x 18.5 Bolts	183004
• 4 - M6-1.0 x 22mm Bolts	410109
• 1 - Ball Stud	116050
• 2 - Name Plates	1095-5000-01
• 1 - M6 Washer	183005
• 1 - Throttle Body Bracket	116056a
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<b>1 - Upper Trim Ring</b>	<b>1095-2106-01</b>
<b>1 - Lower Trim Ring</b>	<b>1095-2105-01</b>
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<b>1 - Hardware Kit</b>	<b>1095-6508-01</b>
• 4 - ½" x 18" Drain Tubes	115058
• 1 - Lower Air Tube	115053a
• 1 - 3" Coupler w/ Clamps	115056
• 1 - Ball Stud Bracket w/ socket	116055
• 1 - "U" Clamp w/ set screw	116054
• 4 - Zip Ties	116053
• 4 - Rivets	183011
• 4 - M5-.80 Nut w/Loose Washer	45015
• 1 - Roll ¼"x76" 3m Tape	950015
• 2 - Alcohol Packs	950006
• 1 - Adhesion Promoter Pack	950007
• 1 - Hood Template	
• 1 - Installation Instruction	



**Note:** Read installation instructions before starting. Test fit components before painting. The molded Shaker Hood Trim Ring is UV Stable, ABS Plastic and does not require paint. If you chose to paint the Shaker Hood Trim Ring, have your Trim Ring painted by a professional automotive painting facility to ensure the quality of your vehicle and the product. We recommend that paint-curing temperature not exceed 180°F.

**Tool List For Trim Ring:**

- Template
- Masking Tape
- Center Punch
- 1/8" Pilot Drill Bit
- 1" Hole Saw
- Drill Motor
- Saw with metal blade (for cutting hood)
- Utility Knife (for cutting hood blanket)
- Razor Blade
- Eye Protection
- Rivet Gun
- 120 grit sand paper

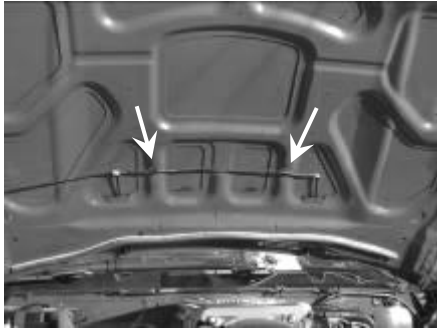
**Tool List For Shaker Assembly & Install:**

- 10mm Socket 1/4" Drive
- 8mm Socket 1/4" Drive
- 1/4" Drive 6" extension
- 1/4" Drive Ratchet
- Drill Motor
- 1/8" Pilot Drill
- 2 3/4" Hole Saw
- Thread locker
- Rivet Gun
- Half Round File
- 3mm Allen Wrench

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## Prepping Hood:

1. Raise Hood and remove under hood blanket, use a fork tool to remove pushpin fasteners. Set hood blanket aside.
2. Remove the clips that secure windshield washer hose to bottom side of hood and discard.



3. Tape Squirter hose out-of-the-way to prevent damage during the cutting process.
4. Remove the factory Strut Tower Brace (if equipped).
5. Remove the nuts securing factory Engine Cover (if equipped) and the Cover.



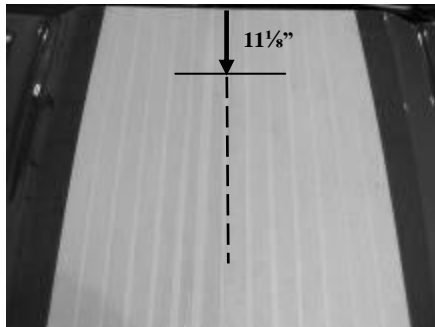
6. Close hood and mask off area where Shaker Opening will be cut out.

**Note:** To help prevent paint damage during the cutting process mask hood beyond cutting area.

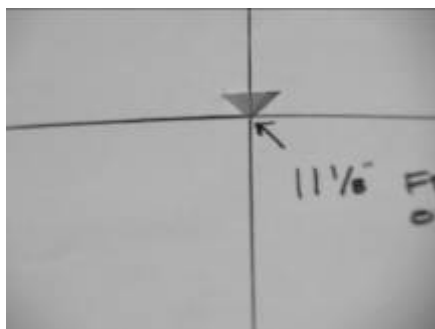
7. Measure and mark centerline on the hood.

**Note:** It is very important that the centerline of hood is measured accurately.

8. On the centerline, measure 11 $\frac{1}{8}$ " from rear of the hood and mark a line on the tape, crossing the centerline. This will align with the rear cutout line of the Shaker Cutout Template.



**Note:** To aid in locating the Template, cut out a triangle on the centerline at the rear of the Shaker cutout hole to locate the 11-1/8" line mark.



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- Align template along the centerline and align the rear cutout line with the  $11\frac{1}{8}$ " mark on the hood. Tape template securely to top of hood.
- With a sharp razor blade or X-Acto Knife cut through Template and tape, scoring the paint on the hood. Scoring the paint on the hood will help reduce the chance of paint flake during the cutting process.
- Remove Template from hood and discard. Peel tape from center of Shaker opening, leaving an outline of Shaker opening.

**Note:** As a precautionary measure, add a second layer of tape around opening to reduce the risk of scratching the hood. During the drilling and cutting process, elevate the hood far enough to ensure no damage will occur to engine components. Place a blanket over engine to catch shavings.



- Drill a starter hole for Shaker opening with a 1" Holesaw. Cut Shaker opening following the tape outline.

**Hint:** To help reduce excessive vibration, stop cutting at the half way point and place masking tape over the cut line to support the center blank; finish cutting the opening.

- Remove tape from hood. Clean area of hood around the cut opening with Isopropyl (rubbing) Alcohol where Upper Trim Ring will be placed. **It is imperative that all wax be removed from the tape contact area for proper adhesion of Trim Ring.**
- Raise and prop hood.
- Temporarily reinstall hood blanket to bottom of hood using original fasteners.
- Close Hood and trace hood cutout onto the hood blanket (a white grease pencil works best). Raise hood and remove hood blanket.



- Cut opening in Hood Blanket with a sharp blade.
- Reinstall hood blanket with factory retainers.

### **Installing Shaker:**

- Mount the Ball Stud Socket Bracket with Socket (part # 116055) to the intake manifold with the U-Clamp (part # 116054). **Use Thread Locker on the setscrew.** Align the edges of the Socket Bracket with intake edges.

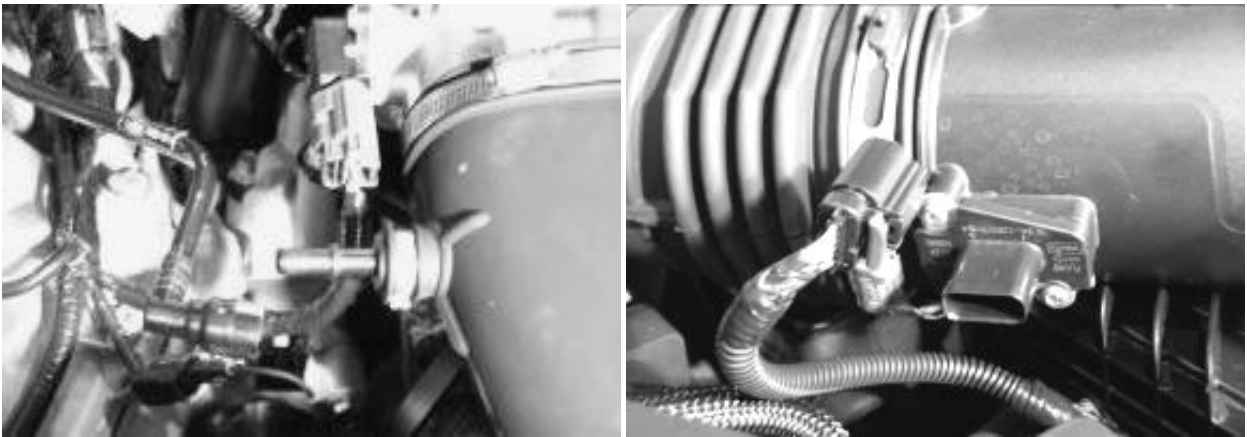


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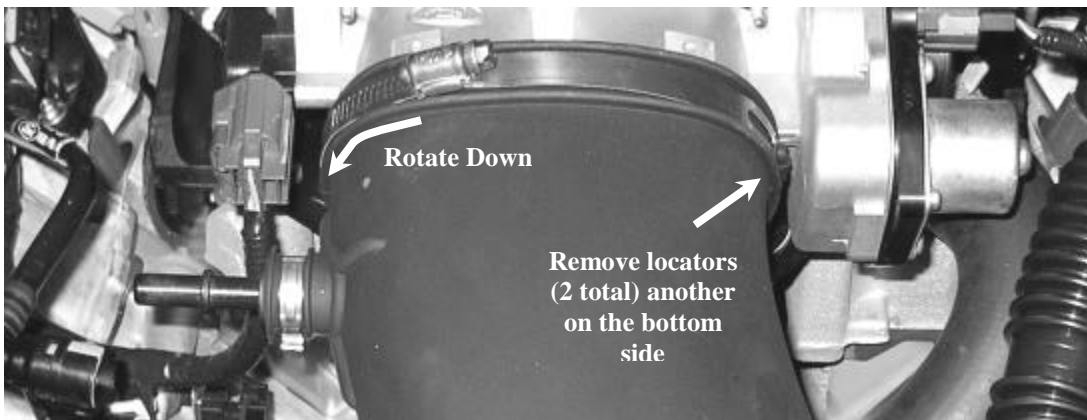
2. Bend the firewall ground terminal/wire as shown below.



3. Disconnect breather from the air intake tube by lifting the green lock. Unplug Mass Air Flow Sensor from the air filter housing by sliding the red lock back and pressing the connector release tab.



4. Remove clamp from air tube and cut off the rubber knobs on the air inlet tube (top and bottom sides), allowing the clamp to rotate counter clockwise. **Rotating this clamp allows clearance needed for the engine cover Bracket.**



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5. Install one M5-.80 Nut (part # 45015) onto each of the factory throttle body fastener studs – with the washers facing toward the radiator and tighten to **3 ft.-lbs.**



6. Start a second M5-.80 Nut (part # 45015) onto each of the factory throttle body studs, washers facing motor; leave these loose as the Shaker Throttle Body Bracket will be secured between these Nuts.



7. Remove filter housing from vehicle. Disengage the clips securing the lid and remove. Remove the bolt securing the lower housing to the fender well. Unplug the connector on the backside (side facing strut tower).

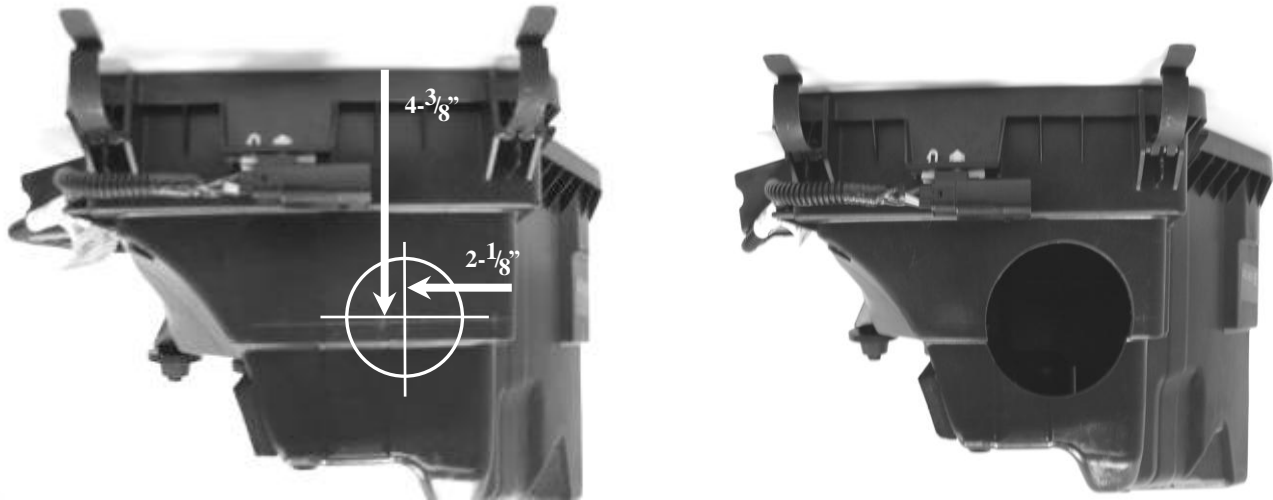


8. Attach the 4 Drain tubes (part# 183027) to the engine cover and secure them with the supplied Zip Ties (Part# 116053). **HINT: dip end of Drain tube into alcohol, this will act as a lubricant then evaporate.**
9. Slide 3” coupler with clamps (part # 115056) onto the Upper Air Tube (you will NOT need the reducer bushing).
10. Install the Engine Cover Assembly onto the intake manifold. **IMPORTANT: Route drain tubes away from moving parts and hot surfaces!** Place the Ball Stud mounted to bottom of the Engine Cover, into the Ball Stud Socket (part # 116055). Slide the Throttle Body Bracket (part # 116056a) over the factory throttle body studs, between the M5-.80 Nuts (part # 45015). Route the breather tube through passenger side hole on the front of Engine Cover and plug into its factory position on the air inlet tube.
11. Verify the routing of Drain Tubes away from hot surfaces and moving parts.
12. Snug both M5-.80 Nuts (part # 45015) and carefully close the hood to check for proper Shaker alignment. Adjust the Shaker side-to-side as needed. When Shaker is centered, tighten the M5 Nuts (part # 45015) to **3 ft.-lbs.**
13. Confirm that Drain Tubes are routed away from moving parts and hot surfaces.

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### Cut hole in air box:

1. You will cut a 3" diameter hole in the factory air box wall that faces toward rear of vehicle. Follow the measurements in the picture below.



### **Important! Remove bur from cutout!**

2. Place lower air filter housing in location and reconnect the MASF plug removed in step 7 above.
3. Snap Lower Air Tube (part #115053) into air box.
4. Slide 3" Coupler over the Lower Air Tube as you work the lower filter housing into factory location.

**NOTE: Remove the inner spacer from the 3" Coupler BEFORE installation; it is not needed in this application.**

5. Secure the lower air filter housing to fender well with the factory bolt.
6. Tighten the clamps securing Coupler to both Upper and Lower Air Tubes.



7. Re-install Air Filter into factory air box.
8. Re-install air filter housing lid to factory air box and snap locking tabs into place.
9. Attach air intake tube to the air filter lid.
10. Reconnect Mass Air Flow connector to sensor.



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## **Installing the trim ring:**

1. Apply 3m Acrylic Bonding tape (part #950011) to bottom side of Upper Trim Ring. Scuff area with 120 grit sand paper, clean with supplied Alcohol pack and allow time to dry. Apply supplied Adhesion Promoter and allow drying. Apply 3m tape. Press on tape with fingertips to set tape.

### **Note: Apply Tape close to the outer edge of Trim Ring, inside of the flange.**

2. Close hood.
3. Peel 3"-4" of the red backing from the 3M Tape on the Upper Trim Ring (part # 115051) and place in hood opening. Make sure the Trim Ring is facing the correct direction.
4. Line up trim ring with the Shaker Scoop. When proper placement is achieved, finish peeling the red backing from acrylic bonding tape and press on Trim Ring to set tape to hood.
5. Install the Lower Trim Ring onto the Upper Trim Ring's flange, squeeze until Trim Rings snap together. The Lower Trim Ring will hold the hood blanket in place around the opening.

### **Note: Squirter Hose will be supported and concealed by the Lower Trim Ring.**

6. There are two 3/32" holes that are predrilled in the front and rear of the Upper and Lower Trim Rings (4 total). Use #183011 rivets to secure the Upper and Lower Trim Rings together.



**If you have any questions, please contact [tech@classicdesignconcepts.com](mailto:tech@classicdesignconcepts.com)  
or give us a call @ 866-624-7997**