



**Ford Tri-Y Headers  
1965-1970 260/289/302 V8 Engines**



**12119FLT (Black Painted)  
12120FLT (Polished Finish)**

**NOTE: Read all instructions carefully before attempting the installation.**

Thank you for making FLOWTECH HEADERS your choice in a high-performance exhaust product. Extensive dyno/street/track testing has enabled FLOWTECH to offer the most advanced design in headers for your application. Proper installation and maintenance will ensure long life and maximum performance from your FLOWTECH exhaust system.

**Parts Included:**

- Header Pair (**12119FLT** – Black Painted or **12120FLT** – Polished Finish)
- Header Gaskets (2)
- Header Collectors (2)
- Attaching Bolts/Hardware

**Recommended Tools:**

9/16" Wrench (2)	7/16" & 9/16" Sockets	7/16" Wrench
13/16" Spark Plug Socket	3/8" or 1/2" Ratchet	3/8" or 1/2" Swivel Socket Adapter
Anti-Seize Lubricant	Hammer	Jack Stands
Jack	Hacksaw	Gasket Scraper

FLOWTECH® recommends using a cast iron exhaust manifold or old headers to break in new engines to avoid coating damage. Please call tech service for additional information regarding ceramic-coated exhaust products.

**BEFORE STARTING:**

Place the vehicle in an adequately lit and ventilated location where the floor is solid and flat. DO NOT work on a hot engine. Heat causes metal to expand and makes the removal of fasteners more difficult. Please be sure to wear the proper safety equipment. Eye goggles and gloves are recommended to ensure a safe installation.

1. Before attempting to install for Flowtech Ford Tri-Y headers, let the engine completely cool before you begin work.
2. Disconnect the battery cables from the battery to prevent electrical damage. Raise the front end for access to the exhaust manifold flanges. **DO NOT DEPEND ON A JACK!** Use jack stands and chock the rear tires to safely support the vehicle.
3. Spray WD-40® or equivalent rust penetrating lubricant on all accessible fasteners and fittings before removing them.
4. **Before you begin:** If your vehicle is equipped with power steering, it will be necessary to install an aftermarket slave cylinder lowering bracket. These brackets are widely available at a variety of aftermarket restoration outlets.
5. Unbolt the old headers at the exhaust flange by removing the (x3) 9/16" flange bolts on both the passenger's and driver's side of the vehicle. This will require (2) 9/16" wrenches and the 9/16" socket along with an extension, swivel socket, and ratchet. If you are replacing factory exhaust manifold, it will be necessary to cut the exhaust pipes with a hacksaw to allow room for your new Flowtech Tri-Y headers. Based on your particular vehicle and current exhaust system, it may be necessary to take your vehicle to an exhaust shop to make the connection from your new Tri-Y headers to your old exhaust system.
6. Remove the spark plug wires. Make sure you mark the plug wires in some way so that they can be easily identified later on when being re-installed after header installation is complete.

7. Remove the (x8) spark plugs using a 13/16" spark plug socket, swivel socket, extension, and ratchet.
8. With some gentle persuasion, the factory manifolds should be able to be removed by dropping them down and back from underneath.
9. Clean the cylinder head port areas where the new exhaust gaskets will come into contact with the cylinder head. Pay extra attention to keep dirt and debris out of the exhaust ports and spark plug holes.
10. Pull the new Flowtech Tri-Y header up from the bottom and test the fit. For some automatic transmission vehicles, it may be necessary to unbolt the transmission dipstick tube at the back of the cylinder head and pull it towards the bellhousing temporarily. The dipstick does not need to be pulled out completely, just tilted to the side.

**Installation Tips/Tricks:** Some customers have reported clearance issues with the areas by the shock tower, bellhousing, clutch linkage and spark plugs. It is not uncommon for a header installation on a vehicle that is 45+ years old to require some gentle persuasion to get a proper fit. Headers tubes are easily "persuaded" with a hammer or rubber mallet to solve shock tower clearance problems. Other customers have experienced bellhousing clearance problem on the driver's side that can be solved by cutting off an unused tab located on the bellhousing.

11. Once you are satisfied with the fit of the header, reattach the transmission dipstick tube (automatic transmission vehicles only). Slip the provided gasket between the header and the cylinder head.
12. Apply anti-seize lubricant to the supplied mounting bolts.
13. Align the gasket and hand thread in the (x8) bolts in.
14. Tighten the headers bolts with the 7/16" wrench. Torque header bolts to 20 lb/ft.
15. Reinstall the spark plugs and wires. If the connections line up, use the supplied bolts to attach the existing exhaust flanges to the new headers. If the bolts don't align perfectly, cut the exhaust and use an exhaust pipe expander to allow the new Flowtech Tri-Y header collectors to slip inside. Bolt onto the headers and clamp the pipe connections.
16. **RE-CHECK ALL OF YOUR WORK.**
17. Remove vehicle from jack stands.
18. Reconnect battery cables making sure all connections are secured.
19. Start the engine and allow to come to normal operating temperature. Check for leaks. Shut engine off and allow to cool down.
20. Recheck all connections to ensure they are secure.
21. Give vehicle a test drive checking carefully for any new noises.
22. After several days of driving, re-check connections and re-tighten all header bolts. It is common for the bolts to work loose with the expansion and contraction of the metal.

**LIMITATION OF LIABILITY – DISCLAIMER:**

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

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Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

**THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.**

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. FLOWTECH™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.