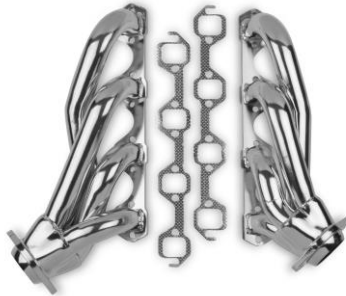




**SHORTY HEADERS**  
**64-73 Mustang/Cougar,**  
**66-73 Falcon/Fairlane/Torino/ Ranchero/Cyclone/Montego,**  
**70-77 Maverick, 66-69 Comet**  
**V8-289/302/5.0L**  
**P/N 12103FLT (Painted) & 32103FLT (Ceramic Coated)**



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

**NOTE:** This application does not fit with Dart Windsor heads, C6 transmissions or 71-73 Mustang/Cougar's with manual transmissions.

Thank you for making FLOWTECH HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled FLOWTECH to offer the most advanced design in headers for your application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your FLOWTECH exhaust system. This part is 49 state emissions legal.

**WARNING! Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties.** Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. FLOWTECH™ recommends using a cast iron exhaust manifold or old headers to break in new engines to avoid coating damage.

**BEFORE STARTING:**

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available we strongly urge the use of axle stands as a safety measure. This is a shorty header designed for maximum ground clearance on vehicles. Your stock exhaust system will need to be modified to work with this header. We recommend having an exhaust professional installing this product and modifying your exhaust system to fit.

**CAUTION!** Your car should not be supported on a bumper jack prior to installing headers, take the time to make a careful and complete header fitting into your vehicle properly.

**WARNING!** Place the vehicle in an adequately lit 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. 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 block the tires to safely support the vehicle.

**DRIVER'S SIDE:**

1. Disconnect the negative battery cable to prevent damage to the electrical system.
2. Unbolt the head-pipes (both sides) from the stock exhaust manifolds and muffler(s). Remove from the vehicle.
3. Remove the spark plugs and clutch linkage (if manual). Remove the power steering ram from the frame.

4. Starting from below, work the header up through the chassis into position over the exhaust ports.
5. With the header loose, replace the clutch linkage (if removed).
6. Insert the flange gasket between the header and the head. Start all header bolts (most restricted first) and tighten evenly.

**NOTE:** Mavericks / Comets: Check header for clearance of power steering ram. Dent tube(s), as needed, for clearance.

7. Automatic Transmission: Check the kickdown linkage. It may be necessary to bend the linkage towards the engine until it will work properly. Check the steering lockout rod, which may also require bending (to fit) or removal. If removed, the linkage to which it was attached must be wired in place to prevent steering from locking while the vehicle is moving.
8. Replace the spark plugs.

**PASSENGER'S SIDE:**

1. Remove the stock exhaust manifold and spark plugs.
2. Starting from below, work the header up through the chassis into position over the exhaust ports.
3. Insert the gasket between the header and the head. Start all header bolts (most restricted first) and tighten evenly.
4. Tighten all header bolts evenly. Replace the spark plugs.
5. Make sure there is adequate clearance on plug wires, battery cables, wire looms, brake lines, coolant lines, etc.
6. Reconnect the battery cables, rechecking everything in the process.
7. At this point you will need to attach your exhaust.
8. Start the engine and let it warm up. Check for leaks. Shut engine off and let it cool down. Check to make sure all connections are tight.
9. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten all the bolts.