



SHORTY SMOG HEADERS
2005-09 Ford Mustang GT (V8-4.6L)
P/N 12124FLT (Black Paint) & 32124FLT (Ceramic Coated)
C.A.R.B. EXEMPTION # D-115-19



NOTE: Read all instructions carefully before attempting the installation.

Thank you for making FLOWTECH HEADERS your choice in a high-performance exhaust system. Extensive 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 will take approximately 6-8 hours and requires the motor to be lifted to install the headers. 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.

WARNING! Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties. 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 installation has a high degree of difficulty. We recommend professional installation of these headers.

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.

1. 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.
2. Spray WD-40 or equivalent on all accessible fasteners, exhaust hangers and fittings before removing them.
3. Remove bolt that secures the dipstick tube to the driver's side cylinder head. Remove the dipstick tube.
4. Disconnect all oxygen sensors.
5. From underneath the vehicle, unbolt the exhaust system and remove the factory H-pipe to give you adequate clearance.
6. Starting with the driver's side, Remove the bolts from the top and bottom of the steering shaft and remove the shaft. You may find more working space by removing the motor mounts from the engine by removing the nuts that secure the mounts to the K-member and carefully jacking the motor up and supporting it with a block of wood, then removing the fasteners that attach the mounts to the engine block.
7. Remove the front sensor from the manifold on the driver's side. Remove the factory manifold and gaskets and install O2 sensors to FLOWTECH™ header.

8. While holding the header in place, slide the supplied gasket between the motor and the header. Start the bolts (most restricted first) and washers on the center holes before pressing the header to the head. Tighten the nuts and bolts to the factory specifications in an alternating pattern.
9. On the passenger's side, remove starter from bell housing. Remove motor mount from block.
10. Remove the factory exhaust manifold and remove the manifold.
11. Like the driver's side, use a gasket scraper to remove all carbon deposits and high spots from the head surface. Apply a thin coat of high temperature sealer to the exhaust pipe flare, to avoid problems due to the lack of space later in the installation.
12. Install the header from the bottom and tighten the supplied nuts and bolts to the factory specifications. Do not twist the header in as it will make the installation more difficult. Reinstall the steering shaft
13. Install the starter and then install the motor mounts. Lower motor and tighten all hardware. Make sure that all bolts are tightened correctly as you don't want to have leaks after installation is complete.

NOTE: Due to the material and design on the factory H-pipe, distortion from its original shape is common. This is caused by repeated heating and cooling of the assembly. This works as a stress-relieving process. This may cause the H-pipe to not line up perfectly with the header collector. To make this easier, connect the least restricted side first and then force the H-pipe into place.

14. Reconnect the exhaust system to the header using the hardware provided. Make sure all O2 sensors are installed and connected properly.
15. Make sure there is adequate clearance on plug wires, battery cables, wire looms, brake lines, coolant lines, etc.
16. Reconnect the dipstick tube, battery cables, rechecking everything in the process.
17. 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.
18. 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.