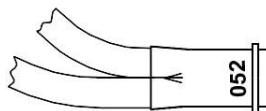




**12508FLT—FLOWTECH I STANDARD HEADERS
32508FLT—FLOWTECH II CERAMIC HEADERS**

1978-79 1/2, 3/4, and 1 ton Ford Pickup & Bronco 4WD 351-400M

Installation Instructions for Header Code Number: 052



Code Location

NOTE: Fits all models with standard & automatic transmissions, power brakes, power steering, and air conditioning.

NOTE: Modification to stock exhaust required to retain stock catalytic converter.

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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For the ease of installation, your vehicle must be raised a minimum of 36". **Warning:** Should you decide to install any exhaust product yourself, be warned that the original equipment jack that came with the vehicle is intended for emergency use only. The use of a frame jack, in conjunction with a floor jack, as the main support is highly recommended to minimize the accidental dropping of a vehicle while the installation proceeds. Never go under a vehicle that is supported by only a bumper jack!

A. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the negative cable of the battery.
2. Remove the exhaust manifolds and exhaust pipes.
3. If equipped with a standard transmission, remove the clutch idler assembly.
4. Remove the crossmember under the bell housing.
5. Remove the starter, if needed.
6. Remove the dipstick tube.

B. CHECK THE CONDITION OF THE ENGINE MOUNTS:

INSTALLATION NOTE: It is recommended that new engine mounts be installed before installing the headers.

C. INSTALL THE LEFT SIDE HEADER FROM BELOW:

1. On some models, the front drive shaft will need to be disconnected at the universal joint.
2. Hold the header and gasket in position and install the front and rear header bolts. **DO NOT** tighten at this time.
3. Install the balance of the header bolts and tighten progressively, until all are tight.
4. Connect the drive shaft at the universal joint.
5. Reinstall the clutch idler assembly on standard transmission models.
6. Install the dipstick tube.

D. INSTALL THE RIGHT SIDE HEADER FROM BELOW:

1. Some models require the engine to be raised.
2. Hold the header and gasket in position and install the front and most restricted header bolts first. **DO NOT** tighten at this time. If the engine was raised, lower the engine and tighten the motor mount bolts.
3. Reinstall the starter and install the balance of the header bolts and tighten progressively, until all are tight.
4. Reinstall the crossmember under the bell housing.

E. AFTER HEADERS ARE IN PLACE:

1. Before connecting the headers to the exhaust pipes, inspect all points with limited clearance. Relocate any points that have direct contact with the header. All engines are not mounted exactly the same at the factory, and it is sometimes necessary to loosen the motor mounts and move the engine slightly to one side or the other for maximum clearance. **If the motor mounts are worn or broken, they should be replaced.**

F. CONNECT THE EXHAUST SYSTEM:

1. Bolt the reducer adapters and gaskets to the collectors.
2. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
3. Start the engine and let it idle, until it reaches normal operating temperature. Tighten all header bolts again. Periodically check the tightness of all header bolts.