12540FLT—FLOWTECH I STANDARD HEADERS
32540FLT—FLOWTECH II CERAMIC HEADERS

1965-76 Ford (2WD) F100, 150, & 250 Pickups (352-428)

NOTE: Will not fit 1968-72 / Camper Special gas tanks.
NOTE: Must modify stock exhaust to retain catalytic converters.
NOTE: On some models with the C-6 transmission, it may be necessary to bend the linkage arm on the transmission. Bend it 1/2" to 3/4" in towards the transmission and make an adjustment at the steering column. See **Figure A**.

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. *FLOW*TECH® recommends using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage.

We realize that you had many choices when you chose your headers, and we thank you for purchasing ***FLOWTECH™***. At ***FLOWTECH™***, we put many years of performance exhaust experience into every product we build. We feel and know that you will agree. ***FLOWTECH™*** headers are the best you can buy at any price.

As a result of restricted room available in some engine compartments, you may experience a close fit to some body and chassis components. This is a normal condition. If this is the first time installing a set of headers, it may be timing consuming. While not complex, stick with it. As soon as you start your engine, the reward of the additional horsepower and performance will be well worth your efforts. Proper installation and periodic maintenance will result in the maximum performance and life of your ***FLOWTECH™*** headers.

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 battery to prevent accidental damage to the electrical system
2. Unbolt the headpipe from the stock exhaust manifold and move aside. Remove the stock exhaust manifold.
3. If equipped with a standard transmission, remove the clutch idler assembly.
4. Remove the crossmember under the bell housing.
5. Remove the starter.

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. Place the gasket into position and check the port alignment.
2. Install the front and rear header bolts (supplied). DO NOT TIGHTEN!
3. Install the balance of the header bolts (supplied). DO NOT TIGHTEN!
4. Tighten all header bolts progressively and evenly, until they are tight.

D. INSTALL THE RIGHT SIDE HEADER FROM BELOW:

1. Jack up the right side of the engine approximately 2 inches.
2. Place the gasket into position and check the port alignment. DO NOT tighten at this time.
3. Install the front and rear header bolts (supplied). DO NOT TIGHTEN!
4. Lower the engine down into its original position. Tighten the motor mount bolts.
5. Reinstall the starter.
6. Install the balance of the header bolts and tighten progressively and evenly, until they are tight.

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 headers. Make sure there is adequate clearance around all lines (transmission, brake, fuel, and electrical wires). Reroute, as necessary. **Before installing your exhaust system, replace any fluids that you might have removed or lost.**

2. All engines are not mounted exactly the same from 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.**
3. Bolt the reducer adapters (using the gasket, nuts, and bolts supplied) to the collectors.
4. Connect the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
5. 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.