



12542FLT—FLOWTECH I STANDARD HEADERS 32542FLT—FLOWTECH II CERAMIC HEADERS

1965-76 Ford F100 &150 Pickups 4WD (332-428)

1967-76 Ford F250 Pickups 4WD (332-428)

NOTE: Must modify stock exhaust to retain catalytic converters.

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.

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 24". **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!

INSTALLATION NOTES: These headers are a two piece design. They were designed for easier installation. The header flange is cut only $\frac{3}{4}$ of the way through. It is necessary that the flange be cut the remainder of the way through before installation. This may be done with a hacksaw. We have left the two pieces together at the factory in order to prevent damage or loss during shipping.

A. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system
2. Unbolt the headpipes from the stock exhaust manifold and move aside. Remove the stock manifolds.
3. Remove the clutch/idler assembly, if so equipped.
4. Remove the starter.
5. Remove the dipstick and dipstick tube.
6. Disconnect the front driveshaft at the universal joint.

B. CHECK CONDITION OF ENGINE MOUNTS: It is recommended that new engine mounts be installed before installing the headers.

C. INSTALL THE LEFT SIDE HEADER FROM BELOW:

1. Starting from below, work the header up into position over the exhaust ports.
2. Place the gasket into position. Install the front and rear bolts. **DO NOT TIGHTEN!**
3. Install the balance of the bolts. **DO NOT TIGHTEN!**
4. Tighten all header bolts progressively and evenly, until they are tight.
5. Reinstall the clutch/idler assembly, if required.
6. Bend the dipstick tube, until it clears the header. Attach the tube bracket to the top of the #3 port.

D. INSTALL THE RIGHT SIDE HEADER FROM BELOW:

1. Starting from below, work the header into position over the exhaust ports. Install the rear section of the header. Do not tighten.
2. Reinstall the starter.
3. Place the gasket into position. Attach the rear section of the header to the cylinder head. Do not tighten.
4. Install the front section of the header, joining the front and rear sections at the slip joints, and then attach to the cylinder head. Do not tighten.
5. Install the balance of the bolts. Tighten all header bolts progressively and evenly, until they are tight.

E. AFTER HEADERS ARE IN PLACE:

1. 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. Reinstall the spark plugs and connect the battery cable.
3. Reinstall the front driveshaft.

F. CONNECT THE EXHAUST SYSTEM:

1. Bolt the reducer adapters and gaskets to the header collectors.
2. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.