



# PART # 89460, 89466 & 89468

## INSTRUCTION SHEET

FORD 7.5L 2 & 4WD W/ F.I. (AUTOMATIC ONLY)

**CAUTION!**

This is a custom designed exhaust header system, designed for this particular application (s). Do not bend, bang, cut, dent, drill or heat any portion of this header! Any alteration other than those suggested in this instruction sheet will void the Hedman Lifetime Guarantee!

To prevent leaks, install your headers using Hedman Hedders exhaust gaskets ONLY and a spray copper gasket sealant.

### BEFORE STARTING INSTALLATION:

It is necessary to raise the vehicle at least 36 inches from the ground. A floor hoist is recommended, if not available, use a hydraulic floor jack with jack stands. **DO NOT USE A BUMPER JACK!**

**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. Hedman Hedders recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

### INSTALLATION INSTRUCTIONS:

1. Disconnect battery to prevent electrical system damage .

#### LEFT SIDE:

1. Remove air cleaner, spark plug wires from spark plugs (Number Wires), oil dipstick tube, and EGR tube fitting.
2. Remove stock exhaust manifold.
3. With gasket in place, install header from bottom and start all header bolts, and tighten evenly.
4. Re-install dipstick tube, EGR tube, and spark plug wires. It may be necessary to bend oil dipstick tube, brake, or fuel lines for adequate clearance. Make a spacer and use the stock studs for the dipstick tube and the bracket.

**\*\*Install EGR tube fitting Ford part # N801906-S51 if lost or damaged.**

#### RIGHT SIDE:

1. Remove spark plug wires from spark plugs (Number Wires), and stock exhaust manifold.
2. With gasket in place, install header from bottom and start all header bolts, and tighten evenly.
3. Check all lines, wires, hoses, etc. for sufficient clearance.
4. Bolt on reducers and weld to stock system.
5. Connect battery, start engine, and check for leaks or strange noises.
6. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises. After test drive allow engine to cool and re-tighten all header bolts.
7. Make a spacer and use stock studs to bolt the two brackets to the head.

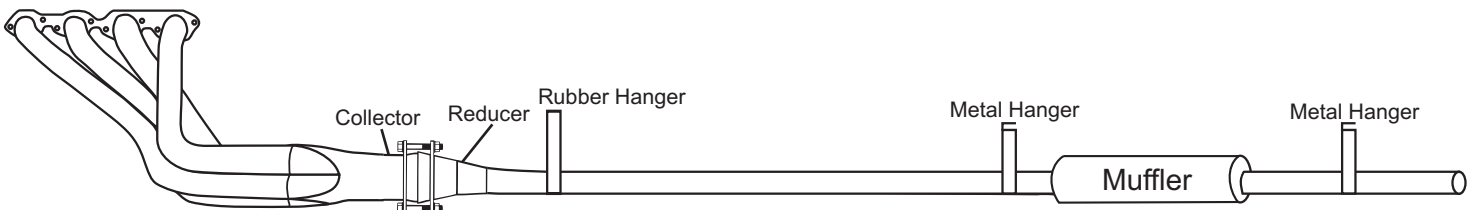
**ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL ECONOMY WITH BETTER PERFORMANCE.**

### SPECIAL INSTRUCTIONS!

After installing your headers it is very important that your exhaust system be suspended properly. As indicated in the drawing below you must place hangers as close to the header collector as possible. Rubber hangers should be used to allow the front of the system to flex with the engine torque. A hanger is needed before and after the muffler (s). When your exhaust system is unbolted from the header collector, it should remain suspended all by itself. Your Headers Are Not designed to support your exhaust system. Failure to follow these instructions will most likely result in cracks around the area where your primary tubes and collector are welded together, and will nullify your "Lifetime Guarantee".

### DO NOT WRAP YOUR NEW HEADERS!

The use of thermal wraps will drastically shorten the life of your Headers, and will void the Hedman "Lifetime Guarantee".



**WARNING:** Not applicable or intended for street or highway use. Legal only for racing vehicles which may never be used upon a public highway.