



PART # 88690 & 88696
INSTRUCTION SHEET
FORD MUSTANG 4.6L V8 (2V)
Stepped Header (Off Road Use Only)
 Header X-treme Extension Part #18818
 to Connect Directly to Muffler Assembly!

CAUTION! This is a custom designed exhaust header for Ford Mustang Small block systems. Please check catalog for a complete application listing. 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 Hedderts 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!**

SPECIAL NOTES PRE-INSTALLATION:

- A. If you find that the motor and transmission mounts are worn you should replace them to insure a better fit.
- B. These headers are designed to fit original equipment (i.e. oil pan, cylinder heads, mounts, bell housing, starter etc.).
- C. Headers that are subjected to extreme conditions (mud, road salt, etc.) should be cleaned on a regular basis to help prevent corrosion.
- D. We recommend using anti-seize lubricants on header bolts and y-pipe bolts.
- E. All references to **LEFT** side are **DRIVER** side and **RIGHT** side are **PASSENGER** side.

DISASSEMBLY & HEADER INSTALLATION INSTRUCTIONS:

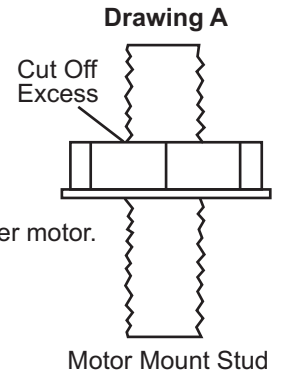
- NOTE 1:** When disconnecting the steering shaft do not rotate more than 360 degrees!
- NOTE 2:** Some exhaust manifold bolts are only accessible by lifting the engine on one side after the engine mount bolts are removed.
- NOTE 3:** Some header flange bolt holes are slotted for ease in bolt installation and are not intended to be installed before the header is inserted into the engine bay. Only the bolts specified in the installation procedure should be installed before the header is inserted into the engine bay.

SPECIAL COMPONENTS NEEDED FOR ASSEMBLY!

- 1. Oxygen sensor wire extension(s) 2 each----18' long. (NOT INCLUDED)
- NOTE:** Any excess wire length after installation should be looped & secured into an unused and cool cavity / pocket in floor board.

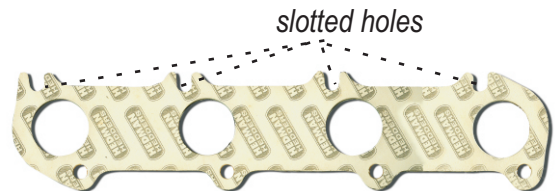
DISASSEMBLY:

- 1. Disconnect the battery.
- 2. Disconnect the E.G.R. tube from the throttle body.
- 3. Remove the cold air inlet tube from the air cleaner and throttle body.
- 4. Remove the bolt from the oil dipstick tube.
- 5. Raise the car and support with Jack Stands
- 6. Remove the oil filter.
- 7. On hard top models, remove the A-arm brace.
- 8. Disconnect the (4) O2 sensor wires from the H-pipe. Remove the right side O2 sensor next to the starter motor.
- 9. Disconnect wires and remove the starter for easier header installation.
- 10. Remove the H-pipe assembly.
- 11. Disconnect the E.G.R. tube from the rear of the stock exhaust manifold (left side).
- 12. Disconnect the steering shaft. (caution do not rotate in excess of 360 degrees.)
- 13. Remove the O2 sensor bracket from the engine mount (left side).
- 14. Remove the motor mount nut. Raise the engine left side & remove the mount. Modify the mount stud, as shown in **Drawing A**.
- 15. After this has been modified, insert it back into engine bay. Do not mount engine at this time.
- 16. Disconnect the A.I.R. tube from the front of the stock manifolds.
- 17. Remove left exhaust manifold, remove all exhaust manifold studs.
NOTE: Some manifold bolts can only be removed by raising the engine after the engine mount bolts are removed.
- 18. Remove right exhaust manifold, remove all exhaust manifold studs.
- 19. On standard shift models, remove the clutch fork shield (left side).



HEDMAN HEDDER INSTALLATION:

- 20. The right side header must go on first.
- 21. Install the top rear header bolts *first with header gasket, (nearest exhaust port #3 & #4)*. **NOTE:** On gasket, some bolt holes are slotted to ease installation, and are not intended to be installed before header is in engine bay. These slotted holes are solely intended to aid with installation and not a torque down point.
- 22. Raise the engine on the right side and slip header from below.



(Continued on Back)

23. Lower the engine on the right side. Slip header onto installed bolts and start the # 4 lower bolt.
 24. At this point, install and snug all bolts that are accessible. Raise the engines's right side and install remaining bolts and tighten.
 25. Lower right side of engine onto motor mount install bolt but don't tighten.
 26. With engine in the lowered position, unlock steering wheel. Swing steering shaft back and to left for access to engine bay.
- NOTE: DO NOT ROTATE STEERING SHAFT MORE THAN 360 DEGREES!**

DRIVER SIDE:

27. Install the #2 bottom header bolt and the #4 rear top header bolt with gasket in place.
NOTE: Some bolt holes are slotted for the ease of installation and are not intended to be installed before header is in engine bay. Only the bolts previously mentioned are used to aid with installation.
 28. Insert the rear section of the left header into the engine bay.
 29. Carefully swing the steering shaft between the two sections. The steering shaft is telescopic.
 30. Slide the two split sections of the headers fully together at the slip joint.
 31. Raise the engine slightly (loosen the center motor mount bolt).
 32. Slip the slotted header flange over the installed bolts, leaving the steering shaft loose.
 33. Lower the engine.
 34. Start and snug a few of the header bolts, raise engine and install all: the remaining header bolts and tighten.
 35. Lower engine (right side) and tighten the mount nuts and bolts.
 36. Install the starter motor and tighten, reconnect starter wires making sure that you have adequate clearance from header.
 37. Install the steering shaft and tighten the bolt.
 38. Install motor mount (left side) tighten all nuts and bolts.
 39. Install oil filter.
 40. On standard shift models, install the clutch fork shield (left side).
 41. On hard-top models, install the A-arm brace.
 42. Install the E.G.R. tube at the rear of the engine to header.
 43. Install the O2 sensors if applicable.
 44. Install the cold air inlet tube to the throttle body and the air cleaner.
 45. Install the E.G.R. tube to the throttle body.
 46. Reconnect the battery, check all wires connections, gas lines, and brake lines for proper clearance.
 47. Reconnect exhaust system with the gasketless reducers supplied, and weld them to your exhaust system.
 48. **Inspect the engine compartment for loose tools. ALWAYS replace old, dried, cracked and/or worn out hoses. Check for fan and hood clearance before starting the engine.**
 49. 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 nuts and bolts. Check steering section for clearance and any other areas which could be affected by heat.
- NOTE: FOR MAXIMUM PERFORMANCE AN X-TREME SYSTEM IS AVAILABLE THAT BOLTS YOUR HEADERS TO YOUR MUFFLER SECTION. PART # 18818 HEDMAN X-TREME.**

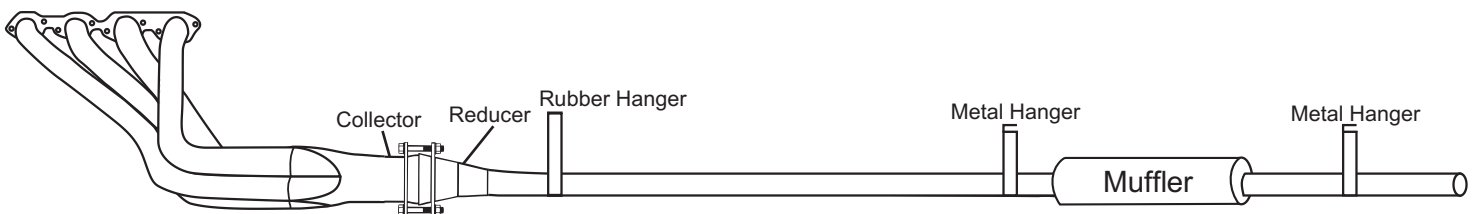
ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL ECONOMY WITH BETTER PERFORMANCE.

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.