



**PART # 89330 & 89336**  
**INSTRUCTION SHEET**  
**FORD 2 & 4 W/D**  
**351-400 C.I.D.**

**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 Heddgers 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 Heddgers 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 and remove all spark plugs (Number wires).
2. Disconnect exhaust head pipes and remove from work area, remove stock exhaust manifolds.
3. Remove front driveshaft. On some models remove dipstick tube.
4. Starting from below engine work both headers up through chassis on their respective sides and into position.
5. With gaskets in place, start all header bolts, most restrictive first. Then tighten all header bolts evenly.
6. It may be necessary to relocate brake line junction block further inside frame to clear header.
7. Make sure all brake and fuel lines and electrical wiring have sufficient clearance.
8. Connect battery and replace spark plugs. Replace dipstick tube.
9. Replace front driveshaft, and hook up headers to your exhaust system.
10. With factory cruise control you will have to make a spacer at header flange for cruise control bracket, to bolt on with factory manifold bolt.
11. On models equipped with plastic inner fender panels you may have to trim the plastic back a little to avoid melting.
12. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises and after test drive, re-tighten all header bolts.

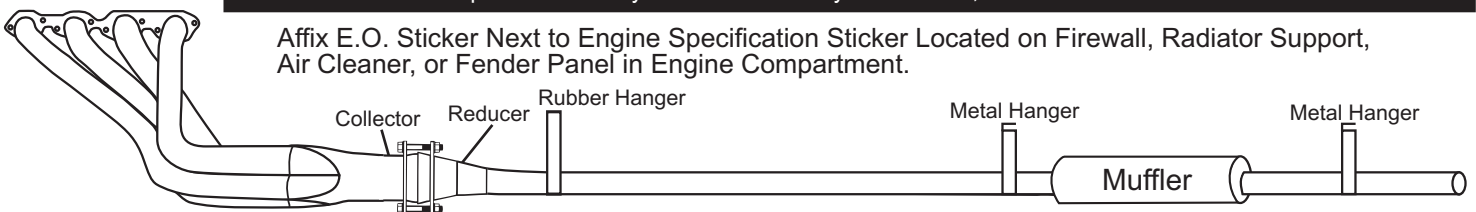
**ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL ECONOMY WITH BETTER PERFORMANCE.**

**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:** Removal of catalytic converters and other factory air pollution control devices is illegal. We recommend you adhere to your state's local laws. Our testing indicates performance is not significantly affected by these devices.