



## Installation Instructions

### Ford Small Block Street Rod Headers Part # 1615S



This product is Legal for use on 1974 and older non catalyst equipped vehicles and is considered a "replacement part" per California Air Resources Board regulations, as long as ALL emissions sensitive components are retained, including A.I.R., EGR, Heat Risers etc. Failure to retain any of these components, or use on any 1975 or newer catalytic converter equipped car would render this product Illegal for Street or Off Highway Use in California, or in states that have adopted California Emissions regulations and may only be used for Closed Course Competition.

Read all instructions carefully before attempting installation.

PerTronix® thanks you for choosing JBA HEADERS, the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

Check to make sure you received the proper parts for your application. The header number will be stamped on the engine flange. If you are unsure you have received the proper parts call before you start work.

Be sure to work safe! Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! Remember: Hot asphalt will not support most jack stands!

Many factors affect the installation of headers, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads.

Attention Customers breaking in new engines: Due to the extreme heat generated during the break-in process, the appearance of the ceramic coating may be altered in certain areas. The protection characteristics and thermal barrier properties of the coating is never compromised. It is recommended that a cast iron manifold or old set of headers be used for this process.

Notice: The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.

JBA uses sealing beads on all its headers. We have found that when installed correctly, the raised bead around each port increases the pressure exerted on the gasket directly adjacent to the port and effectively prevents leaking gaskets. It is normal for the flange to be raised off the cylinder head the thickness of the sealing bead. It is important when installing the header, to install all bolts loosely, then tighten evenly to ensure the flat installation of the flange. The torque sequence from one flange to another will vary, but generally every bolt on a header should be first fit snug, starting from the inside of the flange working out, alternating from top to bottom so that the bolt connects the flange to the manifold to the point where they barely touch. Second, using the same inside-out pattern, tighten each bolt until finished. This method will help prevent leakage and will give the user the best possible performance out of their pair of headers.

1. Place vehicle in a location where the floor is solid and flat, with adequate lighting. Do not attempt to work on a hot engine. Heat causes metal to expand and makes removal of fasteners difficult at best. Raise the front of the vehicle to obtain adequate access to the bottom exhaust manifold flanges. Use large-base jack stands to support the vehicle. Do not rely on the jack! Block the tires to prevent the vehicle from rolling off the jack stands.
2. Disconnect the negative battery cable from the battery.
3. Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires! Brush or blow any debris which may have collected around the manifolds or spark plugs. This will help prevent foreign matter from entering the combustion chamber when the manifolds are removed. Depending on your application it may be easier to install if you remove the spark plugs.
4. Apply penetrating oil on all accessible fasteners and fittings before attempting to remove them.
5. Unbolt the Driver's side exhaust manifold and remove. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent will ease the removal of any gasket material. Use care not to get debris into ports or spark plug holes.
6. Bolt the header to the head using the supplied gasket, Header bolts and Header Lock washers. Apply anti-seize to the header bolts if installing on aluminum heads. Torque to 30 lbs./ft. on iron heads, 18 lbs./ft. on alum.
7. Unbolt the passenger side manifold and remove. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent will ease the removal of any gasket material. Use care not to get debris into ports or spark plug holes.
8. Reinstall the spark plugs (if removed) and plug wires.
9. Check that all bolts are tight. Make sure that all wiring, fuel lines, transmissions lines, brake lines etc are clear of the headers and the exhaust and relocate as necessary.
10. Reinstall the negative battery cable.
11. The installation of the headers is now complete.
12. 3 Bolts flanges and bolts are included to adapt the exhaust system to the JBA headers. Welding is required to complete your exhaust system.
13. After the exhaust modification have been made to adapt the headers to your exhaust system, recheck everything! Make sure all bolts are tight.
14. Start the engine and let it warm up. Check for leaks. Shut engine off and let it cool down. Check to make sure all fasteners are tight.
15. Tubular Headers require maintenance including periodically check and retighten the header bolts.

Parts List:

- (1) Driver's Side Header Assembly
- (1) Passenger's Side Header Assembly
- (16) 3/8" x 1 " header bolts & lock washers  
(Torque to 30 ft/lbs on iron heads, 18 ft/lbs on alum. heads)
- (2) Header gaskets (Header to Head flange)
- (6) Collector Bolts & Nuts.
- (2) 3-bolt flanges.