



Installation Instructions
and Warranty Information

Part # 1621S 1979-1985 5.0L Mustang

**Part # 1624S-2 1986-1993 5.0L Mustang/Cobra
86-88 Thunderbird**



This Product has been granted a California Air Resources Board (CARB) "E.O" (Executive Order) Exemption, or is considered a Direct Replacement or Consolidated Replacement part. It is 50 State Legal when installed on the appropriate vehicle per the Manufacturer Application guide and Installation Instructions.

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.

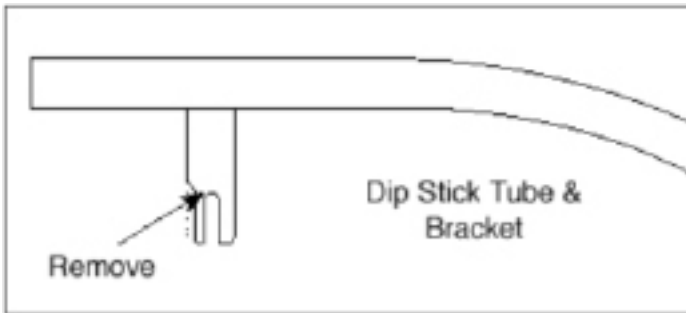
JBA uses sealing beads on all its headers. We have found that when installed correctly, the raised bead around each port increases the pressure exerted on the gasket directly adjacent to the port and effectively prevents leaking gaskets. It is normal for the flange to be raised off the cylinder head 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.

DISASSEMBLY

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.
2. Disconnect the negative battery cable from the battery.
3. If a lift is not available, raise the front of the vehicle 2 feet or higher 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.
4. Apply penetrating oil on all accessible fasteners and fittings before attempting to remove them.
5. Unbolt the H-Pipe assembly from the collector flanges of the factory headers. Insure that no pressure is placed on the O2 sensor wires, disconnect if necessary. The H-Pipe does not need to be removed.
6. Unbolt the dipstick tube bracket from the engine and remove the dipstick tube. Unbolt the engine lift brackets and discard.

7. 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. Clean excess carbon deposits from the H-Pipe mating flange.

8. It may be necessary to grind the Oil Dipstick tube mounting tab to clear the header tube. See Illustration below. Once it is clearanced, insure that it is clean, apply a small amount of sensor safe silicone around the end of the tube where it slip into the block and reinstall the tube.



9. From above, slip the header into position. Slide the gasket into place and install the supplied header bolts and lock washers. Anti seize is recommended on aluminium heads. Torque the bolts to 25 ft. lbs. on iron heads, 23 ft.lbs. on Aluminum heads starting from the center and working out.

10. Remove the passenger side EGR tube from the stock manifold. 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. Clean excess carbon deposits from the H-Pipe mating flange.

11. From above, slip the header into position. Slide the gasket in to place and install the supplied header bolts and lock washers. Anti seize is recommended on aluminium heads. Torque the bolts to 25 ft. lbs. on iron heads, 23 ft.lbs. on Aluminum heads starting from the center and working out. Use the 3/8" X 2" bolt with the spacer in the rear most header bolt hole. The EGR Tube tab will bolt to this bolt to space the tube out from it's original location.

12. Apply a light coating of Sensor Safe Hi Temp Silicone to the collector dome on both headers. Install the supplied collector bolts into the collector flange holes from the topside. Have an assistant hold a wrench on the bolt head from the topside when putting the nuts on and tightening from the bottom side. The procedure is the same for both sides.

13. Reinstall the spark plug wires and looms taking care not to let any wires rest against the header tubes.

14. Reinstall the negative battery cable.

15. 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.

16. 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

17. Periodically check and retighten the header bolts.

Parts List:

- | | |
|--------------------------------------|--|
| (1) Driver's Side Header Assembly | (1) 3/8 "x 2 "header bolt &lock washer |
| (1) Passenger's Side Header Assembly | (1) 1 "tubular spacer |
| (15) 3/8 "x 1 "header bolts | (4) Collector Bolts & Nuts. |
| (15) 3/8 Lock washers | (2) Header gaskets |
| (1) CARB Sticker | (2) JBA Stickers |

LIMITED ONE YEAR WARRANTY

All JBA HEADERS and exhaust products are guaranteed, to the original purchaser, to be free of defects in materials and workmanship for one year. This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation, customer applied aftermarket coatings or any discoloration or corrosion of finished surfaces.

Damage or product failure resulting from collision, improper installation, off-road use, road hazards, the use of exhaust insulating wrap or like products or rust occurring after installation, is not covered by the warranty. The warranty extends only to the original purchaser.

Should a part become defective it should be returned to the original selling retailer and must be accompanied with the sales receipt. If there is no retailer in your area, call the factory for a return authorization and return your part prepaid to the factory for inspection. PerTronix reserves the rights to replace or repair the alleged defective part and return the part freight collect.

JBA
performance**exhaust**®