



Installation Instructions  
and Warranty Information  
**1994-1997 4.6L Ford Thunderbird  
and Mercury Cougar  
Part# 1626S**



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.

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. Disconnect the battery cables from the battery. 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. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.
3. Disconnect the exhaust system from the exhaust manifolds, (one nut is easier to access from the top with a long extension), then disconnect exhaust pipe from catalytic converter assembly. Unplug O<sub>2</sub> sensors and remove the converter assembly from vehicle.
4. On the Driver's side-Remove nuts attaching manifold to head. If the stud comes out with the nut, that's okay as the studs need to come out also. Access to the front of the motor is very limited. This can be helped somewhat by removing the oil filter, and reaching around the front of the sub frame, also by inserting a swivel-socket through the opening around the sway bar.
5. Remove the bolt in the steering coupler at the steering rack, and slip the steering shaft out of the way.
6. Remove the manifold and remove the dipstick tube. With the manifold out of the way, clean any carbon deposits left on the head using a small wire brush or similar instrument.
7. Prepare header bolts. (Use of anti-seize is recommended on aluminum heads.)
8. Install the headers using the gaskets, and fasteners provided. Remember to prepare the header bolts with anti-seize and torque to 13 lbs./in. To gain clearance to tighten lower center bolts, loosen motor mount to block bolts, and lift motor approximately 1/2".
9. With the Driver side header installed, reinstall the oil filter and dipstick tube. Reconnect steering shaft. Tighten the motor mounts.
10. On the passenger side-Remove the nuts attaching the manifold to the head. Loosen EGR tube, remove manifold.
11. Clean head surface as in step 6,prepare the header bolts, and swap the EGR fitting from the factory manifold to the new header.
12. Install the header using gaskets and fasteners provided. Remember to prepare the header bolts with anti-seize and torque to 13 lbs./in. Reconnect EGR tube.
13. Reinstall cat-converter assembly using a small amount of hi-temp silicone on exhaust pipe, reusing stock nut on drivers side stud, and provided hardware.
14. Reconnect O<sub>2</sub> sensors.
15. Reinstall the spark plug wires taking care not to let any wires rest against the header tubes. Reinstall the battery cable. Make sure all rubber hoses and wires are kept away from the headers. Otherwise, the heat will damage these components.
16. Recheck everything!
17. 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.
18. Periodically check and retighten the header bolts.

Parts List:

- (1) Driver's Side Header Assembly
- (1) Passenger's Side Header Assembly
- (2) Header gaskets (Header to Head flange)
- (3) 3/8 "x 2 "Collector Bolts &Nuts.
- (16) 8mm x 25mm Bolt w/lock washers (Torque to 18 lbs./in on aluminum heads)

### 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**®