



## Installation Instructions

### Part # 1682S

2011-17 Ford F-150 3.5/3.7 V6 N/A



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. EO Applies to 2011-16 ONLY. 2017 is Not Legal for Street Use



This Product is **ILLEGAL** for Street or Off Highway use and is only intended for Closed Course Competition use, Except for 1965 and older US Manufactured, California Certified vehicles; 1967 and older US Manufactured, Federal Certified vehicles, or 1967 and older Foreign Manufactured vehicles, which may have this product installed as long as the vehicle still meets emissions standards for the year of the vehicle and retains any original or retrofit emissions control devices, including EGR, A.I.R and any NOx device required for the year of the vehicle.

2017 model year

#### **WARNING:**

This product can expose you to chemicals including Lead, Nickel, Cadmium and Chromium which are known to the State of California to cause cancer and birth defects or other reproductive harm.

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 . 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 you can work comfortably, with adequate lighting. Lift the car at least 24" to remove the catalytic converter pipes. 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. Do not attempt to work on a hot engine. Heat causes metal to expand and makes removal of fasteners difficult at best.
2. Apply penetrating oil on all accessible fasteners before attempting to remove them.
3. Disconnect all 4 O2 Sensor plugs. Removal of the air cleaner box will make it easier to remove and install the drivers side.
4. Remove the bolts that attach the catalytic converter pipes to the stock manifolds

#### Driver side-

5. Remove the exhaust manifold nuts and remove the exhaust manifold, It should come out from the top without much trouble. Remove the O2 sensor from the manifold.
6. Remove the exhaust studs from the head. These are a Torx head.
6. Apply a small amount of anti seize to the O2 sensor and install in the drivers side header. Apply a small amount of anti seize to the supplied header bolts. We recommend that you put a bead of High Temp Sensor Safe Silicone around the sealing dome on the collector. Slip the header into place from the top and using the JBA gasket and supplied header bolts and star washers, install the header to the cylinder head. Tighten the header bolts evenly working from the center out.

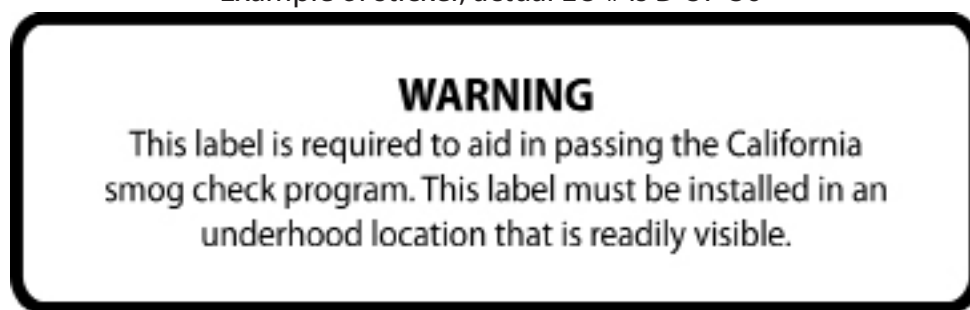
#### Passenger side-

7. Remove the exhaust manifold nuts and remove the exhaust manifold, It should come out from the top without much trouble. Remove the O2 sensor from the manifold.
8. Remove the exhaust studs from the head. These are a Torx head.
9. Apply a small amount of anti seize to the O2 sensor and install in the drivers side header. Apply a small amount of anti seize to the supplied header bolts and star washers. We recommend that you put a bead of High Temp Sensor Safe Silicone around the sealing dome on the collector. Slip the header into place from the top and using the JBA gasket and supplied header bolts, install the header to the cylinder head. Tighten the header bolts evenly working from the center out.
10. Re-connect the stock cat pipes and re connect the O2 sensors using the supplied 3/8-16 x 2.5" bolts with washers, lock washers and nuts.
11. Check to make sure that all the wiring, fuel lines, transmission cooler lines, brake lines, hoses, etc. are clear of the headers or any exhaust components and reroute or relocate those components as necessary.
12. Reinstall the Air Box. Re connect the battery. Start the car, check for leaks and test drive. Let the motor cool down and re-torque all fasteners.
13. Header bolts can become loose in normal use, periodically check and retighten as necessary.
14. Reconnect the battery.
15. Start the engine, check for leaks and test drive. Then let engine cool and then re-torque the header bolts.
16. Header bolts can work loose with normal driven through the heat cycles, so periodically check and retighten the header bolts as necessary

Parts List:

- |                                      |                                   |
|--------------------------------------|-----------------------------------|
| (1) Driver's Side Header Assembly    | (4) 3/8-16 x 2.5 "Collector Bolts |
| (1) Passenger's Side Header Assembly | (4) 3/8-16 Nuts                   |
| (12) 8mm Header Bolts                | (4) 3/8" Lock Washers             |
| (12) 8mm Star Lock Washers           | (4) 3/8" Flat washers             |
| (2) Header Gaskets                   | (1) Carb EO Sticker               |

Example of sticker, actual EO # is D-57-36



Learn more about performance exhaust systems we have.