



HEADER INSTALLATION INSTRUCTIONS

H8433

1964-73 Ford Mustang, 66-76 Ranchero, 66-70 Fairlane,
69-77 Maverick, 68-76 Torino, 66-70 Falcon
1966-77 Mercury Comet, 1967-73 Cougar

NOTE:

- **Mustangs Must use 66 1/2 and later style motor mounts (approx 1" taller than 65 and early 66)**
- **Will Not fit GT40P heads**



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.

PerTronix® thanks you for choosing **Patriot Headers**, the best value for the dollar of any brand in the industry. **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.

DISASSEMBLY

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 2 feet or higher and support with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Standard trans cars, remove the Clutch equalizer bar "Z-bar" and lower rod *Note there were several different Z-bars used on the Mustang. See illustration below.
4. Remove the spark plug wires and spark plugs.
5. Remove the bolts and remove the stock manifolds from the heads. Clean the heads of any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent or scraper will ease the removal of any gasket material. Use care not to get debris into ports or spark plug holes.

INSTALLATION

1. Slip the header into position, with the gasket in place use the supplied header bolts and washers and bolt the header to the cylinder head. Torque to 35 ft/lbs on iron heads or 18 ft/ lbs on Aluminum heads in a even pattern starting in the center and working outward.
2. Bolt the reducers to the headers and fabricate your exhaust system.
3. Replace the spark plugs and wires.
4. Connect the negative battery cable.

IMPORTANT CHECK LIST

- Be sure that all brake lines and fuel lines are clear of headers and/or connector pipes.
- All spark plug wires, battery cables, or other electrical components should be clear of headers and/or connector pipes.
- If dipstick tube was removed, make sure it is installed properly and that the dipstick has been replaced.
- Double-check the tightness of all bolts including brackets and accessories.

STARTING THE ENGINE

Start the engine and allow it to warm up to operating temperature. Check for any unusual noises or exhaust leaks. If every thing is OK, stop the engine and tighten all bolts while the engine is still warm.

NOTE: Check the bolts periodically to make sure they have not loosened. Re-tighten after the first 500 miles and then again at 1000 miles.

PARTS LIST

<u>Qty</u>	<u>Description</u>		
1	Left Side Header	16	3/8 x 1" Header Bolts
1	Right Side Header	22	Lockwasher
2	Header Gaskets	6	3/8-16 x 1 1/4" Hex Head Bolts
2	Reducer Gaskets	6	3/8-16 Hex Nuts

Z-Bars

There are multiple Z-bars from Ford and other reproduction Z-bars found on the early Mustangs. The three most common styles are shown below. On '65-'66 model cars, either of the early style Z-bars pictured should have adequate clearance for the new JBA Headers. Due to the age and wear of these cars, many times the stock Z bar may be worn or have been replaced by a component that will not clear the headers. In this case, JBA Exhaust offers a replacement part #1650Z, that will work with these headers. In '67-'70 model cars, the upper lever of the Z-bar may need to be relocated slightly to allow for header clearance. To do this, cut off the existing lever and weld it back on for adequate clearance. 1968-'70 models with rag-joint two-piece steering columns have the tightest fitment. The slightest motor mount or chassis wear can cause interference.

