



12540FLT—FLOWTECH I STANDARD HEADERS 32540FLT—FLOWTECH II CERAMIC HEADERS

1965-76 Ford (2WD) F100, 150, & 250 Pickups (352-428)

NOTE: Will not fit 1968-72 / Camper Special gas tanks.

NOTE: Must modify stock exhaust to retain catalytic converters.

NOTE: On some models with the C-6 transmission, it may be necessary to bend the linkage arm on the transmission. Bend it 1/2" to 3/4" in towards the transmission and make an adjustment at the steering column. See **Figure A**.

WARNING! Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. *FLOWTECH®* recommends using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

We realize that you had many choices when you chose your headers, and we thank you for purchasing **FLOWTECH™**. At **FLOWTECH™**, we put many years of performance exhaust experience into every product we build. We feel and know that you will agree. **FLOWTECH™** headers are the best you can buy at any price.

As a result of restricted room available in some engine compartments, you may experience a close fit to some body and chassis components. This is a normal condition. If this is the first time installing a set of headers, it may be timing consuming. While not complex, stick with it. As soon as you start your engine, the reward of the additional horsepower and performance will be well worth your efforts. Proper installation and periodic maintenance will result in the maximum performance and life of your **FLOWTECH™** headers.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For the ease of installation, your vehicle must be raised a minimum of 36". **Warning:** Should you decide to install any exhaust product yourself, be warned that the original equipment jack that came with the vehicle is intended for emergency use only. The use of a frame jack, in conjunction with a floor jack, as the main support is highly recommended to minimize the accidental dropping of a vehicle while the installation proceeds. Never go under a vehicle that is supported by only a bumper jack!

A. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system
2. Unbolt the headpipe from the stock exhaust manifold and move aside. Remove the stock exhaust manifold.
3. If equipped with a standard transmission, remove the clutch idler assembly.
4. Remove the crossmember under the bell housing.
5. Remove the starter.

B. CHECK THE CONDITION OF THE ENGINE MOUNTS:

INSTALLATION NOTE: It is recommended that new engine mounts be installed before installing the headers.

C. INSTALL THE LEFT SIDE HEADER FROM BELOW:

1. Place the gasket into position and check the port alignment.
2. Install the front and rear header bolts (supplied). **DO NOT TIGHTEN!**
3. Install the balance of the header bolts (supplied). **DO NOT TIGHTEN!**
4. Tighten all header bolts progressively and evenly, until they are tight.

D. INSTALL THE RIGHT SIDE HEADER FROM BELOW:

1. Jack up the right side of the engine approximately 2 inches.
2. Place the gasket into position and check the port alignment. **DO NOT** tighten at this time.
3. Install the front and rear header bolts (supplied). **DO NOT TIGHTEN!**
4. Lower the engine down into its original position. Tighten the motor mount bolts.
5. Reinstall the starter.
6. Install the balance of the header bolts and tighten progressively and evenly, until they are tight.

E. AFTER HEADERS ARE IN PLACE:

1. Before connecting the headers to the exhaust pipes, inspect all points with limited clearance. Relocate any points that have direct contact with the headers. Make sure there is adequate clearance around all lines (transmission, brake, fuel, and electrical wires). Reroute, as necessary. **Before installing your exhaust system, replace any fluids that you might have removed or lost.**

2. All engines are not mounted exactly the same from the factory, and it is sometimes necessary to loosen the motor mounts and move the engine slightly to one side or the other for maximum clearance. **If the motor mounts are worn or broken, they should be replaced.**
3. Bolt the reducer adapters (using the gasket, nuts, and bolts supplied) to the collectors.
4. Connect the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
5. Start the engine and let it idle, until it reaches normal operating temperature. Tighten all header bolts again. Periodically check the tightness of all header bolts.

When you have finished installing your **FLOWTECH™** headers, take the vehicle for a road test. Listen carefully for any exhaust leaks or other strange noises and make corrections. When the vehicle has been driven for a few days, retighten the header bolts. We find that periodically checking the bolts will prevent the flange from warping and the header gaskets from burning out.

How did we do? Your questions and comments are always welcome at **FLOWTECH®**. Our technical service department is open Monday through Friday, during the hours of 8:00 a.m. until 4:00 p.m. Central Time. We can be reached at:

PHONE: 270-781-9741 • FAX: 270-781-9772

For online help, please check the Tech Service section of our website: www.holley.com

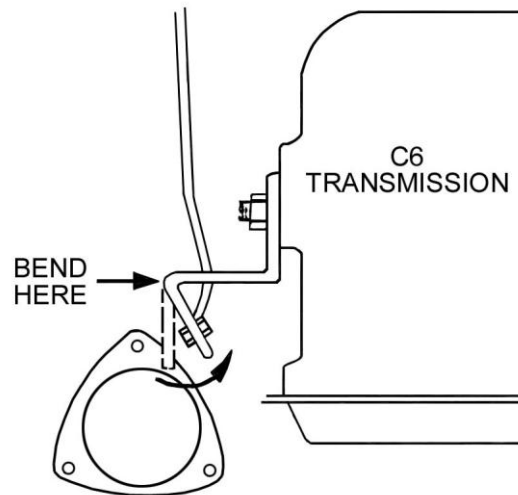


Figure A

LIMITATION OF LIABILITY – DISCLAIMER:

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

FLOWTECH makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 AND 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. FLOWTECH Headers have not received an exemption from these code sections and are to legal for sale or use in California on vehicles originally equipped with catalytic converters, it is illegal, except for racing vehicles, which may never be driven upon a highway. To remove or otherwise render inoperative any emission control device on the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, FLOWTECH Headers are not legal for pollution-controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.

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