



## HEADER INSTALLATION INSTRUCTIONS

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### Part # H8425 Ford 215, 223, 262 OHV Six 52-64 F-Series Trucks



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. Remove the air cleaner, Throttle linkage and Carburetor.
4. Remove bolts attaching head pipe to stock manifold. The intake and exhaust manifold come off together as they are attached through the heat riser.
5. Unbolt the nuts that hold the heat riser studs to the intake manifold and separate the intake and exhaust manifolds.
6. Remove any remaining gasket or carbon deposits from the head surface. The use of a gasket scraper and or a gasket removal product may help.

## INSTALLATION

1. Install the header to the head with the new gasket with the end bolts to hold it in place - DO NOT TIGHTEN.
2. Install the intake manifold and all remaining bolts. Torque to factory spec.
3. Reinstall the Carburetor, linkage and air cleaner.
4. Swage your exhaust tubing to slip over the 2" collectors and clamp the exhaust to the header.
5. 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.
- 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	Header assembly
1	Intake/Exhaust Gasket