



PART # 89330, 89333, 89336
INSTRUCTION SHEET
FORD 2WD / 4WD F100, F150, F250,
Bronco; 351-400M

CAUTION! This is a custom designed exhaust header system, designed for this particular application (s). Do not bend, bang, cut, dent, drill or heat any portion of this header! Any alteration other than those suggested in this instruction sheet will void the Hedman Lifetime Guarantee!
 To prevent leaks, install your headers using Hedman Hedders exhaust gaskets ONLY and a spray copper gasket sealant.

BEFORE STARTING INSTALLATION:

It is necessary to raise the vehicle at least 36 inches from the ground. A floor hoist is recommended, if not available, use a hydraulic floor jack with jack stands. **DO NOT USE A BUMPER JACK!**

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. Hedman Hedders recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

INSTALLATION INSTRUCTIONS:

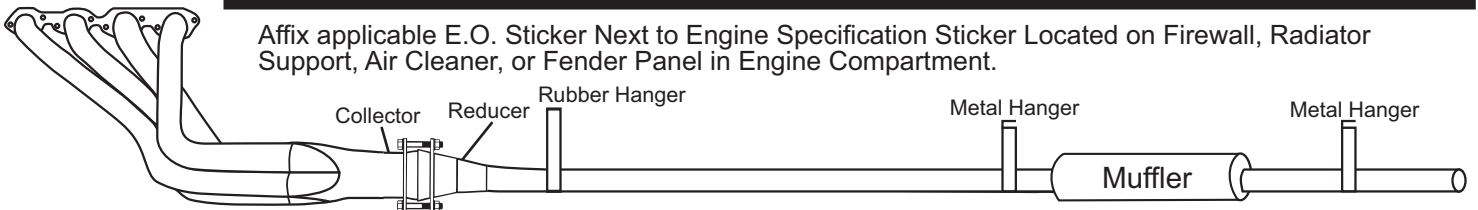
1. Disconnect battery, number plug wires, and remove all spark plugs.
2. Disconnect exhaust head pipes and remove from work area, remove stock exhaust manifolds.
3. Remove front driveshaft. On some models, it may be necessary to remove the dipstick tube.
4. Starting from below, work both headers up through chassis on their respective sides and into position.
5. With gaskets in place, start all header bolts, most restrictive first. Then tighten all header bolts evenly from the enter-most bolts, working outword on the flange.
6. It may be necessary to relocate the brake line junction block further inward to clear headers.
7. Make sure all brake and fuel lines and electrical wiring have sufficient clearance.
8. Connect battery, replace spark plugs and reconnect plu wires. Replace dipstick tube if removed.
9. Replace front driveshaft, and hook up headers to your exhaust system.
10. To bolt the factory cruise control bracket to the header flange with the factory manifold bolt, a spacer will need to be made as requied (spacer not included).
11. On models equipped with plastic inner fender panels you may have to trim the plastic back a little to avoid heat damage.
12. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises. After test drive, re-tighten all header bolts.

ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL ECONOMY WITH BETTER PERFORMANCE.

SPECIAL INSTRUCTIONS!

After installing your headers it is very important that your exhaust system be suspended properly. As indicated in the drawing below you must place hangers as close to the header collector as possible. Rubber hangers should be used to allow the front of the system to flex with the engine torque. A hanger is needed before and after the muffler (s). When your exhaust system is unbolted from the header collector, it should remain suspended all by itself. Your Headers Are Not designed to support your exhaust system. Failure to follow these instructions will most likely result in cracks around the area where your primary tubes and collector are welded together, and will nullify your "Lifetime Guarantee".

DO NOT WRAP YOUR NEW HEADERS!
 The use of thermal wraps will drastically shorten the life of your Headers, and will void the Hedman "Lifetime Guarantee".



WARNING: Removal of catalytic converters and other factory air pollution control devices is illegal. We recommend you adhere to your state's local laws. Our testing indicates performance is not significantly affected by these devices.

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