



### INSTRUCTION SHEET

### PART # 89510 & 89516

1988-1992 460 7.5L FORD P/U W/ E.F.I. 2 & 4WD  
INCLUDES Y-PIPE TO CAT. AUTO. TRANS. (STOCK)

### PART # 89511 & 86511

1993-1997 460 7.5L FORD P/U W/ E.F.I. 2 & 4WD  
INCLUDES Y-PIPE TO CAT. AUTO. TRANS. (STOCK)

**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 Heddners 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!**

1. Disconnect battery cable to prevent damage to your electrical system.
2. Remove air cleaner, spark wires (Number Wires), oil dipstick tube, dip stick and EGR tube.

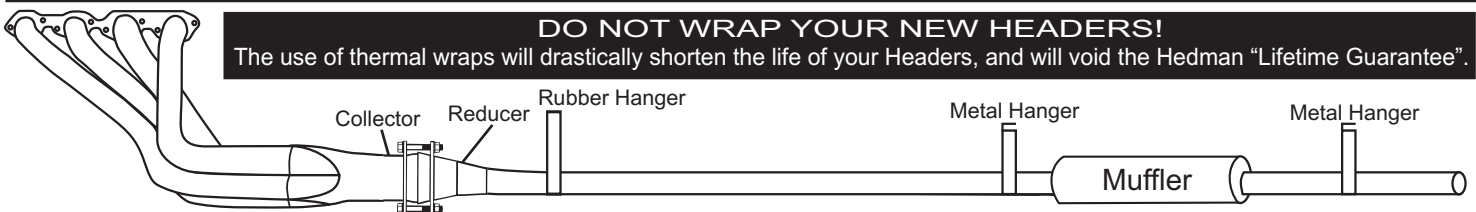
**NOTE: For trucks with A.I.R. systems carefully remove hoses from air pump junction to valve on stock cast iron exhaust manifolds. It will be necessary to purchase two Borg-Warner CV-8 (or equivalent) check valves. Stock valves are built permanently into manifold and cannot be used when installing headers.**

3. Remove stock cast iron exhaust manifolds, O2 sensor and stock y-pipe assembly to catalytic converter. Carefully remove the EGR fitting from the back of the left side stock exhaust manifold. (Clean exhaust port area on cylinder head with a scraper & a clean cloth.)
4. Carefully clean the threads of the EGR adapter, apply a small amount of anti seize and thread into fitting at rear of left header.
5. With gasket in place, carefully install header from the bottom of the vehicle and start all bolts from the center out & tighten evenly.
6. With header in place, thread the EGR tube into the fitting at the rear of the header and tighten.
7. Install the dip stick tube you removed earlier using spacer in kit. (It may be necessary to bend the tube a little bit to fit back into its proper place between 2nd and 3rd exhaust ports using the stock bolt and spacer provided in kit.
8. Remove spark plug wires (Number Wires) & two bolts that attach the hose assembly onto stock cast iron exhaust manifold. Carefully mark any hoses removed (makes it easier to re-assemble) with bracket and lay aside.
9. Remove stock exhaust manifold and clean surface carefully with scraper and soft cloth.
10. With gasket in place, install header from below starting hardest bolts first. It will be necessary to use stock bolts and spacers (1 1/2" long) provided in kit on the 1st & 3rd ports that attach the hose assembly previously removed. With all the header bolts in place tighten evenly from center out.
11. Replace spark plug wires right & left side. Check to see that you have sufficient clearance, from all electrical wires, brake lines & fuel lines. Check for any loose or misplaced vacuum hose which if not connected can set off code lights in computer.
12. If you have an A.I.R. system you need to install the CV-8 Check valves (left & right) and route your AIR hoses from the CV-8 one way check valve to the AIR junction that connects to the AIR pump. There is hose and 90 degree connectors included in the Kit, for Part No. 89511 and 86511 headers, only to assist you when routing the AIR hoses.
13. Slide the exhaust y-pipe assembly (single catalytic converter only) above the transmission cross-member & slip into the catalytic converter. Make sure that the hanger rod is in the rubber hanger (stock). Carefully install the O2 sensor previously removed from the stock exhaust. Before tightening y-pipe check alignment making sure there is clearance to avoid any rattles, & tighten evenly to ball at end of collector.
14. Connect battery, start engine, and check for engine codes, leaks or strange noises.
15. Take vehicle for a test drive allowing engine to reach normal operating temperature. After test drive is complete allow the engine to cool and re-tighten all header bolts.

**NOTE: If THE EGR FITTING IS DAMAGED WHEN REMOVING, THE DEALER PART NUMBER IS #N801906-S51.**

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

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".

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.

12438 Putnam Street • Whittier, CA 90602 • tel (562) 921-0404 • fax (562) 921-7515  
website: [www.hedman.com](http://www.hedman.com) • email: [techsupport@hedman.com](mailto:techsupport@hedman.com)