



PART # 88300, 88306, 88308 INSTRUCTION SHEET 260 - 351 WINDSOR

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!

INSTALLATION INSTRUCTIONS:

LEFT SIDE:

1. Disconnect battery and remove spark plugs (Number wires).
2. Unbolt head pipes and exhaust manifolds (Both Sides).
3. Remove clutch linkage (if equipped) and power steering hydraulic cylinder from frame (if equipped).
4. Starting from below, work headers up through chassis.
NOTE: MAVERICKS & COMETS REQUIRE ENGINE TO BE RAISED APPROXIMATELY 2".
5. With headers loose, replace clutch linkage (if removed) with gasket in place.
6. Start all header bolts (most restricted first). After all bolts are in, tighten all bolts evenly.

SPECIAL NOTES:

- A. Engines with Cobra oil pan may require slight denting of header tubes for clearance.
 - B. Some models may require the trimming of the motor mount.
 - C. 1969 models may require denting of the firewall for clearance of the 4th tube.
7. Replace power steering hydraulic cylinder using accessory bracket. Re-routing of the power steering lines may be necessary.
 8. Automatic transmissions may require bending of linkage towards engine for proper clearance. Check steering lockout rod for clearance and bend or remove. Should removal be necessary you must secure rod to prevent locking in place while moving.

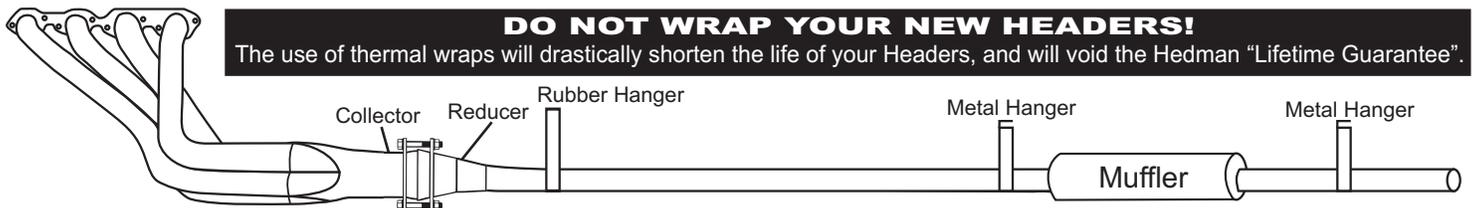
RIGHT SIDE:

1. Starting from below, work header up through chassis and with gaskets in place, start all hedder bolts (most restricted first). After all bolts are in, tighten all bolts evenly.
NOTE: A. 1976 Mavericks & Comets require moving of vacuum canister to side for clearance of 4th port.
B. Re-routing of automatic *transmission* lines and/or starter cables may be necessary.
2. Check for proper clearance for emergency brake cable. You may need to relocate bracket.
3. Reconnect battery, replace spark plugs and wires.
4. Make sure all brake lines, fuel lines and electrical wires have sufficient clearance.
5. Hook up exhaust system to headers.
6. 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".



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.