

## **Instructions for 30543 2-1/2" Header Dual Kit w/o Mufflers**

**Application:** '64-'68 Mustang 289, 302, '69 Mustang 390, '69-'73 Mustang 289, 302, 351, '67-'73 Cougar 289, 302, 351, 390, 427, 351, 390, 400--all equipped with standard headers that exit straight from the motor.

**NOTE:** This kit will not bolt directly on vehicles with headers that exit not parallel to the drive shaft (angled exit). Modifications will be necessary for those with the angled exit type header.

**NOTE:** The catalytic converters are not supplied with this exhaust system. This system is not legal for on road use for vehicles originally equipped with converters.

**NOTE:** The headers and mufflers are not included in this kit!!

### **Kit Includes:**

- 2) 5/16" Lock Washers
- 8) 2-1/2" Clamps
- 2) F33 Flanges
- 4) Fender Washers
- 4) 5/16" x 1" Lag Screws
- 2) 5/16" Nuts
- 6) 3/8" Nuts
- 1) Left Collector Pipe
- 1) Right Collector Pipe
- 2) BR3 brackets (BR855)
- 1) Left Front Extension Pipe
- 4) THU400 Rubber Hanger (BR104)
- 1) Right Front Extension Pipe
- 1) Right Tail Pipe
- 1) Left Tail Pipe
- 2) 5/16" x 1" Bolts
- 6) 3/8" x 1-1/4" Bolts
- 2) #MP48005 3" Collector Gaskets

### **DANGER WARNING:**

**Should the purchaser decide to install this exhaust product at home, be warned that pleasure car or light duty truck/van "bumper" jacks are intended for emergency use only. The use of frame contact jack stands in conjunction with a floor jack as main support is highly recommended to minimize accidental dropping of a vehicle while the installation proceeds. We recommend the use of a shop hoist if possible. Please use caution!**

**Limitation of Liability–Disclaimers:** 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.

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

The entire risk as to the conformity of this 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, retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, and or repair.

The foregoing statement limits the liability of the manufacturer.



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**NOTE: DO NOT TIGHTEN ANY BOLTS OR CLAMPS UNTIL THE LAST STEP!**

1. Remove the old exhaust system. Remove the old hangers.
2. Install the left and right collector pipes using the MP48005 gaskets and F33 flanges. Tighten only enough to hold in place, using the 3/8" x 1-1/4" bolts and nuts.
3. Install the left and right front extension pipes to the collector pipes using 2-1/2" clamps. Be sure to leave adequate clearance between the floor boards and the drive shaft.
4. Install the mufflers (double offset turbo-type recommended--not included in this kit) onto the front extension pipes using 2-1/2" clamps. Rotate the front extension pipes to clear the driveshaft, and frame.
5. Mount two of the THU400 rubber strap hangers to the back side of the floor boards by drilling a 1/4" hole on each side using a 5/16" lag screw and fender washer. The hanger should be installed above either the inlet or outlet of the mufflers, and the appropriate clamp from this connecting point should be used to connect the hanger to the pipe.
6. Install the left and right tail pipes to the mufflers using 2-1/2" clamps.
7. Install the BR3 "L" bracket to the rear frame using the 5/16" x 1" lag screw and fender washer, at a good location for a tail pipe hanger. A 1/4" hole may need to be drilled if none is present. Mount the remaining THU400 rubber hangers to the BR3 brackets using the 5/16" x 1" bolts, nuts, and lock washers. Use the remaining 2-1/2" clamps to connect the hanger assembly to the tail pipes.
8. Make sure that all the parts of the system are clear of frame members, all hoses, suspension, and brake and fuel lines. Starting at the collector pipes, tighten all connections and nuts. Make sure all parts are clear and will not leak or rattle. After several days of driving retighten all bolts.

