

PATRIOT™

Exhaust Products

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HEADER INSTALLATION INSTRUCTIONS

H8440

**1954-64 Ford F100 272-292 Y Block
FENDERWELL EXIT**



This product is Legal for use on 1974 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 EGR, A.I.R., Heat Risers etc. Failure to retain any of these components, or use on 1975 or newer Catalyst equipped vehicles, would render this product Illegal for Street or Off Highway use and may only be used for Closed Course Competition.

PerTronix® thanks you for choosing **PATRIOT Exhaust Products**, 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. 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. Most installations require some welding. If you are uncomfortable with welding operations, we recommend that you contact a professional exhaust system specialist to install your new headers.

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 it with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Apply penetrating oil to all nuts and bolts to be removed.
4. Remove and mark all spark plug wires and then remove all spark plugs.

5. Disconnect the head pipes from the exhaust manifolds and remove the manifolds. Remove any gasket material or any carbon deposits that remain on the head surface.
6. At this point it will be necessary to cut the inner fenders for the fenderwell exit. you will need to determine how large of an opening you would like for the headers to exit through keeping in mind Heat, Rattles, and Aesthetics. Take your time and cut a little at a time untill you are happy with the result.

INSTALLATION

1. Install the headers - Depending on the size of the hole you cut for the exit this might be from behind the tire and working towards the engine, or from the top and slide the collectors out through the hole in the inner fender.
2. Insert the gasket and using the supplied bolts, bolt the header to the head.
3. Install the reducers and determine the connection to the exhaust system.
4. Weld the reducers to the exhaust system and install them onto the headers utilizing the gaskets and bolts supplied.
5. Install spark plugs and connect the wires to the proper plug
6. Check to make sure that all the wiring, brake lines, hoses, etc. are clear of the headers or any exhaust component.
7. Connect the battery cables.

START 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

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.

If dipstick tube was removed, make sure it is installed properly and that the dipstick has been replaced.

Double-check the tightness of all bolts including brackets and accessories.

Parts List

1 Left Side Header	1 Right Side Header
2 Header Gaskets	2 Collector Gaskets
14 3/8 X 3/4 Header Bolts	6 3/8 X 1 Hex Head Bolts
6 3/8 Nuts	2 Reducers



WARNING:

This product can expose you to chemicals including Lead, Nickel, Cadmium and Chromium which are known to the State of California to cause cancer and birth defects or other reproductive harm. **For more information go to**
www.P65Warnings.ca.gov