



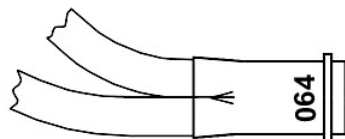
12118FLT—FLOWTECH I STANDARD HEADERS 32118FLT—FLOWTECH II CERAMIC HEADERS

Ford Passenger 351C – 4V

Installation Instructions for Header Code Number: 064

1970-74 Ford Fairlane & Torino
1970-74 Ford Mustang & Ranchero
1970-74 Mercury Cougar & Cyclone
1970-74 Mercury Montego
Fits 351 – 4V CID Engine

Fits all models with automatic transmissions, power brakes, power steering, and air conditioning.



Code Location

NOTE: Not verified to fit manual transmissions.

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. FLOWTECH® & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For the ease of installation, your vehicle must be raised a minimum of 36". Warning: Should you decide to install any exhaust product yourself, be warned that the original equipment jack that came with the vehicle is intended for emergency use only. The use of a frame jack, in conjunction with a floor jack, as the main support is highly recommended to minimize the accidental dropping of a vehicle while the installation proceeds. Never go under a vehicle that is supported by only a bumper jack!

A. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the negative cable of the battery.
2. Remove the spark plugs.
3. Remove the exhaust manifolds and exhaust pipes.

B. CHECK THE CONDITION OF THE ENGINE MOUNTS:

INSTALLATION NOTE: It is recommended that new engine mounts be installed before installing the headers.

C. INSTALL THE LEFT SIDE HEADER FROM BELOW:

1. Hold the header and gasket in position and install the front and most restricted header bolts first. **DO NOT** tighten at this time.
2. Install the balance of the header bolts and tighten progressively, until all are tight.

D. INSTALL THE RIGHT SIDE HEADER FROM BELOW:

1. Hold the header and gasket in position and install the front and most restricted header bolts first. **DO NOT** tighten at this time.
2. Install the balance of the header bolts and tighten progressively, until all are tight.
3. Reinstall the spark plugs.

E. AFTER HEADERS ARE IN PLACE:

1. Before connecting the headers to the exhaust pipes, inspect all points with limited clearance. Relocate any points that have direct contact with the header. All engines are not mounted exactly the same at the factory, and it is sometimes necessary to loosen the motor mounts and move the engine slightly to one side or the other for maximum clearance. **If the motor mounts are worn or broken, they should be replaced.**

E. CONNECT THE EXHAUST SYSTEM:

1. Bolt the reducer adapters and gaskets to the collectors.
2. Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
3. Start the engine and let it idle, until it reaches normal operating temperature. Tighten all header bolts again. Periodically check the tightness of all header bolts.

When you have finished installing your FLOWTECH® headers, take the vehicle for a road test. Listen carefully for any exhaust leaks or other strange noises and make corrections. When the vehicle has been driven for a few days, retighten the header bolts.



How did we do? Your questions and comments are always welcome at FLOWTECH®. Our technical service department is open Monday through Friday, during the hours of 8:30 a.m. until 4:30 p.m. Central Time. We can be reached at:

1801 Russellville Road • Bowling Green, KY 42102
PHONE: 270-781-9741 • FAX: 270-781-9772
EMAIL: flowtech@support.holley.com

IMPORTANT! Unless certified or exempted by the California ARB, Headers are not legal for sale in California on 1975 or later model vehicles, except for racing vehicles, which are not legal for use or operation on any highway. Pre-Catalyst vehicles must utilize original air injection system, if so equipped. It is the responsibility of the customer to reinstall the air injection device to his vehicle.

LIMITATION OF LIABILITY - DISCLAIMER: 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.

FLOWTECH® MAKES NO WARRANTIES OF MERCHANTABILITY, OF FITNESS FOR 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.

UNLESS EXPRESSLY STATED TO THE CONTRARY IN THE ACCOMPANYING CATALOG, INSTRUCTION SHEET, OR PRICE LIST, THE ENTIRE RISK AS TO THE CONFORMITY OF ANY COMPANY PRODUCT IN ANY SUCH STATE AND AS TO REPAIR SHOULD THE PRODUCT PROVE TO BE DEFECTIVE OR NONCONFORMING, IS ON THE RETAIL PURCHASER, THE BUYER, THE ULTIMATE CONSUMER, OF SUCH PRODUCT AND IT IS NOT UPON THE SELLER, DISTRIBUTOR, OR MANUFACTURER.

IN THE CONNECTION, RETAIL PURCHASER, THE BUYER, THE ULTIMATE CONSUMER ASSUMES THE BURDEN OF THE ENTIRE COST OF ANY AND ALL NECESSARY SERVICE, ALTERATIONS, OR REPAIR.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER. CALIFORNIA VEHICLE CODE SECTIONS 27156 AND 38391 PROHIBIT THE ADVERTISING, OFFERING FOR SALE, OR INSTALLATION OF ANY DEVICE WHICH MODIFIES A VEHICLE'S EMISSIONS CONTROL SYSTEM UNLESS EXEMPTED. UNLESS OTHERWISE NOTED, FLOWTECH® HEADERS HAVE NOT RECEIVED AN EXEMPTION FROM THESE CODE SECTIONS AND ARE NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON VEHICLES ORIGINALLY EQUIPPED WITH CATALYTIC CONVERTERS. IT IS ILLEGAL, EXCEPT FOR RACING VEHICLES, WHICH MAY NEVER BE DRIVEN UPON A HIGHWAY, TO REMOVE OR OTHERWISE RENDER INOPERATIVE ANY EMISSION CONTROL DEVICE ON REGULATED MOTOR VEHICLES (CHECK CATALOG LISTINGS TO ENSURE PROPER APPLICATION). IN THE OTHER 49 STATES, UNLESS OTHERWISE NOTED, FLOWTECH® HEADERS ARE NOT LEGAL FOR POLLUTION-CONTROLLED MOTOR VEHICLES, EXCEPT FOR RACING VEHICLES, WHICH MAY NEVER BE USED UPON A HIGHWAY AND ARE NOT INTENDED OR APPLICABLE FOR HIGHWAY USE.