



**12520FLT—FLOWTECH I STANDARD HEADERS
32520FLT—FLOWTECH II CERAMIC HEADERS**

**1977-79 Ford F150, & 250 Pickups 351-400M 4WD
1978-79 Ford Bronco 351-400M 4WD**

NOTE: Must modify exhaust to retain catalytic converters.

NOTE: Will fit "LOW BOY" F-250s that were manufactured after 2/1/77. The date of manufacture is located on the driver's side door frame.

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®* recommends 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.

We realize that you had many choices when you chose your headers, and we thank you for purchasing *FLOWTECH™*. At *FLOWTECH™*, we put many years of performance exhaust experience into every product we build. We feel and know that you will agree. *FLOWTECH™* headers are the best you can buy at any price.

As a result of restricted room available in some engine compartments, you may experience a close fit to some body and chassis components. This is a normal condition. If this is the first time installing a set of headers, it may be timing consuming. While not complex, stick with it. As soon as you start your engine, the reward of the additional horsepower and performance will be well worth your efforts. Proper installation and periodic maintenance will result in the maximum performance and life of your *FLOWTECH™* headers.

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 battery to prevent accidental damage to the electrical system
2. Unbolt the headpipe from the stock exhaust manifold and move aside. Remove the stock manifolds.
3. Disconnect the front driveshaft at the differential and swing it down, so it will be out of the way.
4. Remove the clutch linkage, if so equipped.
5. Remove the starter.

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. Starting from below, work the header up through the chassis into position over the exhaust ports.
INSTALLATION NOTE: The left side header routes between the oil pan and the front driveshaft.
2. Position the header gasket in place and start the bolts. Tighten the bolts progressively and evenly until they are tight.
3. Reinstall the clutch linkage (if necessary), and reinstall the front driveshaft.

D. INSTALL THE RIGHT SIDE HEADER FROM BELOW:

1. Starting from below, work the header up through the chassis into position over the exhaust ports. Place the gasket into position, starting one bolt to prevent the header from slipping.
INSTALLATION NOTE: Manual transmission equipped vehicles only – if the right side header cannot be installed into position, it will be necessary to remove the motor mount bolts and lift the engine up 2 – 3". Unbolt the motor mount tower from the frame and position the header into position. Holding the header in place with one bolt as mentioned above, reinstall the motor mount tower, reversing the bolt if extra clearance is needed (**illustration A**). Lower the engine and reinstall the motor mount bolts.
2. While the header is loose, replace the starter.
3. Start the remaining header bolts. Tighten the bolts progressively and evenly until they are tight.

NOTE: Automatic equipped vehicles – it may be necessary to slightly bend the transmission cooling line towards the engine for header clearance.

E. AFTER HEADERS ARE IN PLACE:

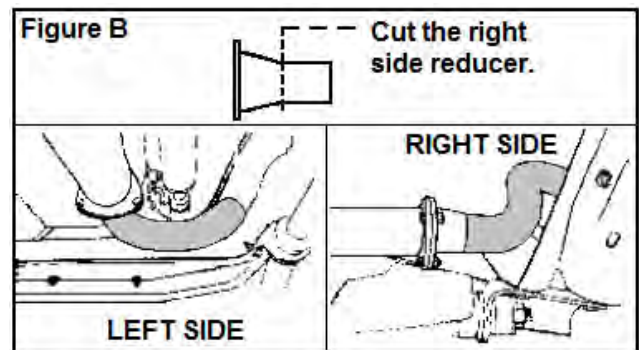
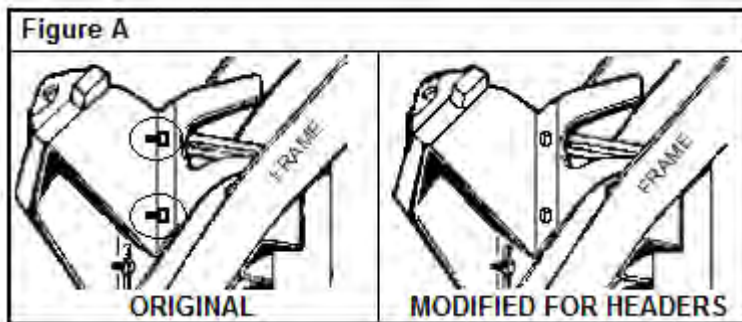
1. Inspect all points with limited clearance. Relocate any points that have direct contact with the headers. Make sure there is adequate clearance around all lines (transmission, brake, fuel, and electrical wires). Reroute, as necessary. **Before installing your exhaust system, replace any fluids that you might have removed or lost.**
2. To hook up your exhaust system, use the reducers supplied with the headers. The right side reducer must be cut back to match up with the 2-1/8" pipe. To determine where to cut, push a piece of 2-1/8" pipe over the reducer and mark the location to cut. Bolt the reducers and gaskets to the headers. Fabricate a curved pipe to clear the transfer case crossmember (see **illustration B**). We recommend the fabricated sections be welded to the reducers and the existing tailpipe in order to prevent exhaust leaks.
3. Reconnect the battery.

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. We find that periodically checking the bolts will prevent the flange from warping and the header gaskets from burning out.

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 8:00 a.m. until 5:00 p.m. Central Time. We can be reached at:

PHONE: 270-781-9741 • FAX: 270-781-9772

For online help, please check the Tech Service section of our website: www.holley.com



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 are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the 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 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, the 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, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. FLOWTECH Headers have not received an exemption from these code sections and are to 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 the 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.

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