



**PART # 89340, 89346 & 89348
INSTRUCTION SHEET
FORD 460 2WD & 4WD
(MANUAL TRANS. ONLY)**

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!**

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. Hedman Hedders recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

INSTALLATION INSTRUCTIONS:

DISASSEMBLY

- 1. Disconnect the negative cable from battery to prevent damage to the electrical system.
- 2. Remove the air cleaner, spark plug wires (Number Wires) and oil dipstick.

DRIVER'S SIDE

- 1. Remove the driver's side stock exhaust manifold and gasket. On four wheel drive vehicles, remove the front drive shaft.
- 2. Making sure the mating surface is clean, install the gasket and header from the bottom and hand tighten the header bolts evenly.
- 3. Re-install the front drive shaft, oil dipstick tube and spark plug wires. In some cases, it may be necessary to bend the oil dipstick tube, brake or fuel lines for adequate clearance.

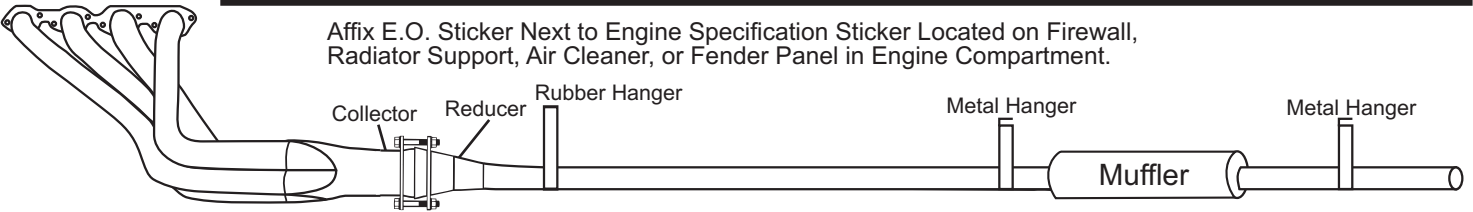
PASSENGER'S SIDE

- 1. Remove the passenger's side heat stove from the manifold and the stock exhaust manifold. On some models, you may need to remove the starter.
- 2. Remove motor mount nuts and raise the engine approximately 2". (Note: The #8 tube on the Hedman Hedder is removable to make installation easier.)
- 3. With the engine still raised, install the gasket and header from below. Loosely fasten the header to the head.
- 4. Carefully lower the engine back into position, reinstall the motor mount nuts and tighten them.
- 5. With the header still loose, route the starter cable through the hole in the crossmember and between header tubes #1 and #4.
- 6. Evenly tighten all the passenger's side header bolts, starting with the most restricted bolts.
- 7. Check all the lines, wires, hoses and all other components for sufficient clearance.
- 8. Replace the air cleaner housing.
- 9. Fasten the heat stove to a header primary and attach the other end of the hose to the air cleaner.
- 10. Bolt on the reducer and weld to the stock system
- 11. Connect the battery, start the engine and check for new leaks or unusual noises.
- 12. Take the vehicle for a test drive. Allow the engine to reach normal temperature. Turn engine off and allow the engine and hedders to cool. 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".

DO NOT WRAP YOUR NEW HEADERS!
The use of thermal wraps will drastically shorten the life of your Headers, and will void the Hedman "Lifetime Guarantee".



WARNING: Not applicable or intended for street or highway use. Legal only for racing vehicles which may never be used upon a public highway.