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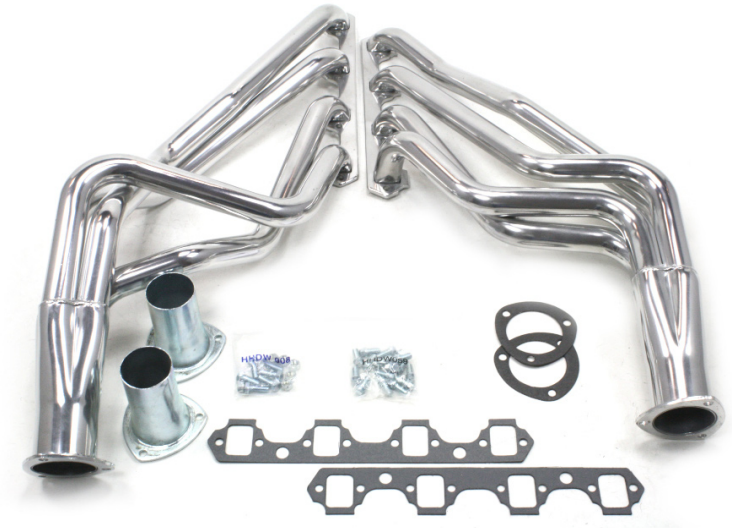
Installation Instructions and Warranty Information For JBA Headers 1964-1973 351W Mustang

P/N 6613S

NOTE: These headers are designed to clear factory power steering. You will need a new bracket to lower the power assist ram mount on the frame. Use JBA bracket part no. 6656B or equivalent. These headers will also work with Borgeson Power Steering Conversion that repalces the ram system.



This product is Legal for use on 1974 and older 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 A.I.R., EGR, Heat Risers etc. Failure to retain any of these components, or use on any 1975 or newer catalytic converter equipped car would render this product Illegal for Street or Off Highway Use in California, or in states that have adopted California Emissions regulations and may only be used for Closed Course Competition.

Read all instructions carefully before attempting installation.

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PerTronix© thanks you for choosing JBA HEADERS, the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

Check to make sure you received the proper parts for your application. The header number will be stamped on the engine flange. 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.

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.

JBA uses sealing beads on all its headers. We have found that when installed correctly, the raised bead around each port increases the pressure exerted on the gasket directly adjacent to the port and effectively prevents leaking gaskets. It is normal for the flange to be raised off the cylinder head the thickness of the sealing bead. It is important when installing the header, to install all bolts loosely, then tighten evenly to ensure the flat installation of the flange. The torque sequence from one flange to another will vary, but generally every bolt on a header should be first fit snug, starting from the inside of the flange working out, alternating from top to bottom so that the bolt connects the flange to the manifold to the point where they barely touch. Second, using the same inside-out pattern, tighten each bolt until finished. This method will help prevent leakage and will give the user the best possible performance out of their pair of headers.

Installation of these headers requires an adequate work space, general mechanic's tools, general mechanical "know-how" and a reasonable degree of experience. Most auto enthusiasts with these resources will have little difficulty installing these headers. However, you should carefully read these instructions before attempting to install these headers. If in doubt, consult a professional mechanic. (Better to do it now than to get stuck half-way through the installation.)

1. Place vehicle in a location where the floor is solid and flat, with adequate lighting. Do not attempt to work on a hot engine. Heat causes metal to expand and makes removal of fasteners difficult at best. Disconnect the battery cables from the battery. Raise the front of the vehicle to obtain adequate access to the bottom exhaust manifold flanges. Use large-base jack stands to support the vehicle. Do not rely on the jack! Block the tires to prevent the vehicle from rolling off the jack stands.

2. Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires! Brush or blow any debris, which may have collected around the manifolds or spark plugs. This will help prevent foreign matter from entering the combustion chamber when the manifolds are removed. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.

3. Typically the exhaust pipes in these early vehicles are corroded to the extent that they are difficult to modify for use with headers. These instructions contemplate the removal of old components and the installation of a new exhaust system by an exhaust shop. These instructions cover only the installation of the headers. The necessary exhaust system modifications should be left to an exhaust shop.

4. Unbolt the driver's side exhaust manifold and remove. Using a small wire brush or similar instrument, clean any carbon deposits left on the head.

5. Remove the clutch linkage on stick shift cars. Remove the Power Steering Ram and bracket on PS cars.

6. From underneath slip the Driver's side header up into position. With the header loose but in position, Replace the Clutch linkage. (If you have a Cobra T style oil pan you may have to ding the header for clearance. Some aftermarket motor mounts may need trimming for clearance. 1969 and later models may require a small dent in the firewall the clear the L4 tube.) Put a small dab of anti seize on the supplied header bolts, install the gasket, and bolt the header to the cylinder head. Tighten the bolts evenly to a torque of 35 ft lbs on Iron heads or 18 ft lbs on Aluminum heads.

7. Reinstall the Power Steering ram using a JBA PS drop down bracket part #6656P. reroute power steering hoses for clearance as appropriate.

8. On automatic equipped cars check for clearance and bend as necessary. Later model cars with Steering Lock out may require modification as well.

9. From underneath slide the passenger side header in place. Put a small dab of anti seize on the supplied header bolts, install the gasket, and bolt the header to the cylinder head. Tighten the bolts evenly to a torque of 35 ft lbs on Iron heads or 18 ft lbs on Aluminum heads.

10. Check for clearance of the battery starter cable and trans cooler lines and modify as necessary.

11. Using either the collector reducers supplied or the JBA 6613SH Mid Pipe, hook up the remainder of you exhaust. JBA offers complete exhaust systems to work with these headers, check the JBA catalog for information.

12. Replace the Spark plugs and wires.

13. On some cars the emergency brake cable and or bracket may contact the header collector, if so you may need to relocate the bracket.

14. Recheck all wires and hoses are clear of the headers before stating the car.

15. After 100 miles re tighten the header bolts and check them periodically.

Parts List

(1) Driver's Side Header Assembly
(1) Passenger's Side Header Assembly
(16) 3/8 ″x 1 ″header bolts &lock washers
(2) Header gaskets (Header to Head flange)
(2) Header Reducers
(2) Reducer gaskets
(6) 3/8 x 1 1/4″ bolts, washers and Hex nuts for the reducers

LIMITED ONE YEAR WARRANTY

All JBA HEADERS and exhaust products are guaranteed, to the original purchaser, to be free of defects in materials and workmanship for one year. This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation, customer applied aftermarket coatings or any discoloration or corrosion of finished surfaces.

Damage or product failure resulting from collision, improper installation, off-road use, road hazards, the use of exhaust insulating wrap or like products or rust occurring after installation, is not covered by the warranty. The warranty extends only to the original purchaser.

Should a part become defective it should be returned to the original selling retailer and must be accompanied with the sales receipt. If there is no retailer in your area, call the factory for a return authorization and return your part prepaid to the factory for inspection. PerTronix reserves the rights to replace or repair the alleged defective part and return the part freight collect.

JBA performanceexhaust®