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## Installation Instructions

<b>1677S</b>	<b>97-03 Ford Truck/Expedition 4.6L</b>
<b>1679S</b>	<b>97-03 Ford Truck/Lightning/Expedition 5.4L</b>
<b>1679S-1</b>	<b>99-04 Ford Super Duty Excursion 5.4L W/EGR</b>
<b>1679S-2</b>	<b>99-04 Ford Super Duty Excursion 5.4L W/O EGR</b>
<b>1679S-3</b>	<b>99-04 Ford Truck/Lightning/Harley 5.4L SC</b>
<b>1679S-4</b>	<b>98-02 Lincoln Navigator 5.4L DOHC</b>



This Product has been granted a California Air Resources Board (CARB) "E.O" (Executive Order) Exemption, or is considered a Direct Replacement or Consolidated Replacement part. It is 50 State Legal when installed on the appropriate vehicle per the Manufacturer Application guide and Installation Instructions.



### **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](http://www.P65Warnings.ca.gov)**

Read all instructions carefully before attempting installation.

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.

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. Then unbolt and remove the front wheels.

2. Apply penetrating oil on all accessible fasteners and fittings before attempting to remove them.

3. From underneath the vehicle, loosen the bolts connecting the exhaust system to the exhaust manifolds (On 4X4 models, disconnect the front drive shaft by removing the 4 bolts on the companion flange, and let the drive shaft hang out of the way.) Pry the exhaust system back about 1/2" to gain workspace.

4. Remove the sheet metal screws that attach the inner fenderwells to the fender and frame of the truck and drop both inner fenderwells out of the truck.

#### DRIVER'S SIDE

5. Working through the wheel well, loosen the EGR tube from the manifold. Remove the nuts attaching the manifold to the head and remove the manifold. Remove the exhaust studs from the head. The studs have a 5mm hex end on them, use a 1/4" drive ratchet and a 5mm socket to remove.

6. Remove the oil dipstick. It has a separate mounting bolt on the head and uses an O-ring seal at the bottom. Use care to protect the O-ring.

7. Remove the EGR fitting from the stock manifold and install it into the drivers side header.

8. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent or scraper will ease the removal of any gasket material. Use care not to get debris into ports.

9. Slip the driver's side header into place from underneath the vehicle. Some twisting and wiggling of the header is necessary to get the header in place. Apply a small amount of anti-seize to the threads of the supplied header bolts. Attach the header using the supplied bolts, gaskets and lock washers and tighten evenly from the center out.

10. The EGR tube must now be loosened at the EGR valve to allow attaching to the fitting on the header. Once both ends of the tube are in place, tighten the EGR tube. Re-install the dipstick.

#### PASSENGER SIDE

11. Working through the wheel well, remove the nuts attaching the manifold to the head and remove the manifold. Remove the exhaust studs from the head. The studs have a 5mm hex end on them, use a 1/4" drive ratchet and a 5mm socket to remove.

12. Install the passenger side header through the wheel well. Apply a small amount of anti-seize to the threads of the supplied header bolts. Attach the header using the supplied bolts, gaskets and lock washers and tighten evenly from the center out.

13. Apply a small amount of Sensor Safe High Temperature Silicone Sealant to the collector domes and Re-connect the exhaust system to the new headers using the hardware provided.

14. Re-connect the drive shaft on 4X4 vehicles.

15. Re-install the inner wheel wells. On 4.6L models, it is recommended that you remove the passenger side wheel well flap.

16. Check to make sure that all the wiring, fuel lines, transmission cooler lines, brake lines, hoses, etc. are clear of the headers or any exhaust components and reroute or relocate those components as necessary.

17. Re-install the front wheels and torque to factory specs. (See owners manual)


18. Reconnect the battery.

19. Start the engine, check for leaks and test drive. Let the engine cool and then re-torque the header bolts.

20. Periodically check and retighten the header bolts.

Parts List:

- (1) Driver's Side Header Assembly
- (1) Passenger's Side Header Assembly
- (2) Header gaskets
- (4) 3/8-16 Collector Bolts
- (4) 3/8-16 Nuts
- (16) 8mm x 25mm Header Bolts
- (16) 8mm Lock washers
- (1) CARB EO Sticker

 440 E. Arrow Hwy. San Dimas, CA 91773 (909) 599-5955	This vehicle is equipped with:
	<b>Dougs Headers # D66XX</b>
	<b>JBA Headers # 16XXS</b>
	Legal for sale and installation in California
	<b>CARB EXECUTIVE ORDER</b> <b>D-57-27, D-57-31</b>

**WARNING**

This label is required to aid in passing the California smog check program. This label must be installed in an underhood location that is readily visible.

**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.



