



PERFORMANCE EXHAUST

A PerTronix Performance Brand ~ www.pertronixbrands.com ~ 909 599-5955

Installation Instructions & Warranty Information


65 to 73 Ford Mustang / Mercury Cougar


With 351W Swap

1653S ~ 4spd/5spd/C4/C6/AOD

1655S ~ 5spd with Cable Clutch



	<p>PERTRONIX PERFORMANCE BRANDS EMISSIONS CODES</p> <p>This Product Is considered a Replacement Part per CARB and EPA regulations for emissions compliance and is legal for sale and use on specified vehicles in all 50 states as stated in Manufacturer's Application Guide and Installation Instructions.</p> <p style="text-align: right;">REV 3/2022</p>
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<p style="text-align: center;"> WARNING:</p> <p style="text-align: center;">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</p>

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 re-coat.

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. Tighten the header bolts starting from the center and working your way outwards.

NOTE:

- 1965 Cars must update motor mount frame bracket to a 66 and later frame bracket
- Must use D00Z-6038-G motor mount or Sealed Power #270-2286 for proper clearance.
- Aftermarket bell housings will require clearancing for tubes
- Header flange needs to be clearanced when used with head studs or head bolts with hardened washers.
- Shock tower width must be a minimum of 33 3/4". It is recommended that a C5ZZ16A052E Style "Export Brace" be installed to maintain that clearance
- 90° spark plug boots recommended on all cylinders.

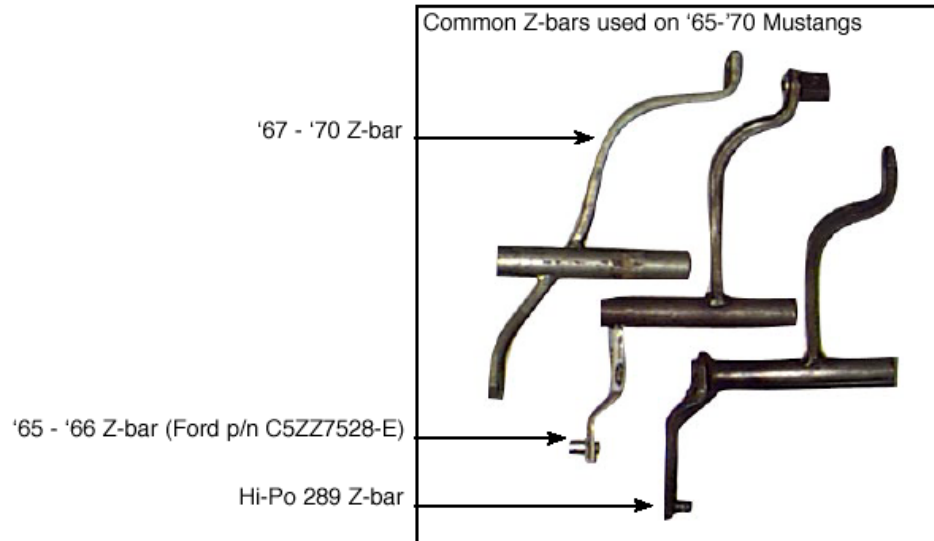
1. Place vehicle in a location where the floor is solid and flat, with adequate lighting. Do not attempt to work on a hot engine. Heat causes metal to expand and makes removal of fasteners difficult at best. Disconnect the negative battery cable from the battery. Raise the front of the vehicle and remove the front tires 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 long gone. These instructions assume the removal of all old components and the installation of a new exhaust system from JBA or by a competent exhaust shop. JBA manufactures a wide variety of H Pipes and exhaust systems to work with these headers. Contact your JBA Dealer for more information.

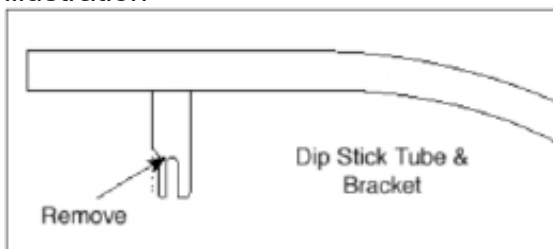
4. On stick Shift cars, remove the Clutch equalizer bar "Z-bar" and lower rod *Note there were several different Z-bars used on the Mustang. See explanation on next page.

There are multiple Z-bars from Ford and other reproduction Z-bars found on the early Mustangs. The three most common styles are shown below.



On '65-'66 model cars, either of the early style Z-bars pictured should have adequate clearance for the new JBA Headers. Due to the age and wear of these cars, many times the stock Z bar may be worn or have been replaced by a component that will not clear the headers. In this case, JBA offers a replacement part #1650Z, that will work with these headers. In '67-'70 model cars, the upper lever of the Z-bar may need to be relocated slightly to allow for header clearance. To do this, cut off the existing lever and weld it back on for adequate clearance. 1968-'70 models with rag-joint two-piece steering columns have the tightest fitment. The slightest motor mount or chassis wear can cause interference.

5. If your car has an EFI motor, unplug the O2 sensors before going any further. Additionally, if you have a late model oil pan with the dip stick in the side of the pan, instead of the original front mounted location, you need to remove the dip stick and will need to grind away a small portion as shown in the illustration



6. Remove the bolts and remove the stock manifolds from the heads. 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 or spark plug holes.

7. Bolt the header to the head using the supplied gaskets header bolts and washers. Apply anti-seize to the header bolts if installing on aluminum heads. Tighten evenly working from the center out.

8. Reinstall the spark plug wires and looms taking care not to let any wires rest against the header tubes. Reinstall the battery cable. Make sure all rubber hoses and wires are kept away from the headers. Otherwise, the heat will damage these components.

9. Connect the JBA H Pipes and Exhaust system of your choice to complete the installation, or take to a competent muffler shop for a custom exhaust.

10. After the exhaust modification have been made to adapt the headers to your exhaust system, recheck everything! Make sure all bolts are tight.

11. Start the engine and let it warm up. Check for leaks. Shut engine off and let it cool down. Check to make sure all fasteners are tight.

12. All Tubular Headers require maintenance including periodically check and retighten the header bolts.

Parts List:

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|--------------------------------------------|-----------------------------|
| (1) Driver's Side Header | (1) Passenger's Side Header |
| (2) Header gaskets | (4) Collector Bolts & Nuts |
| (16) 3/8" x 1" header bolts & lock washers | |

JBA LIMITED 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.