



# INSTRUCTION SHEET

FORD 5.4L ENG. 1998-04 2WD & 4WD  
**PART # 82600, 82606  
89600 & 89606**

**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 Heddars 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!**

## INSTALLATION INSTRUCTIONS:

### DISASSEMBLY INSTRUCTIONS

1. Spray WD-40 or penetrating oil on all necessary fasteners and fittings before attempting to remove them.
2. From under the vehicle, loosen the bolts connecting the manifolds. (On 4X4 models, disconnect the front driveshaft 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 work space.
3. It is not necessary to remove the inner fender dust flaps, however it makes the installation easier. To remove the flaps simply unscrew all the sheet metal screws and fasteners attaching them to the fender and frame. Remove the starter with the bracket set aside.
4. From through the fenderwell, on the drivers side, loosen the EGR tube from stock exhaust manifold. Then carefully remove the nuts attaching the manifold to head. Remove stock manifold. Remove manifold studs from head with 5mm socket (hex) and 1/4" drive ratchet.
5. Remove dipstick and tube carefully so as not to damage the O-ring seal at bottom tube.
6. On passenger side, through the wheel well remove nuts attaching manifold to head, and remove stock manifold. Remove exhaust head studs as in step 5.
7. Carefully using a scraper clean carbon deposits making heads perfectly clean. **CAUTION! Aluminum heads will gouge easily!**

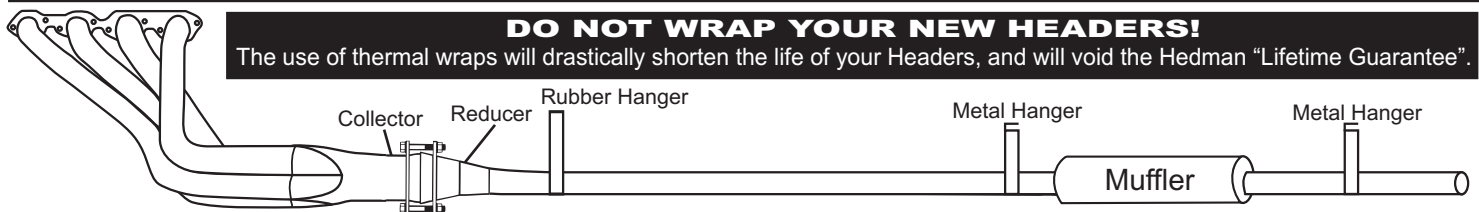
### INSTALLATION INSTRUCTIONS

1. Remove the EGR fitting from the stock manifold and clean and apply anti-seize to the threads. Install carefully on the header.
2. Apply a small amount of RTV (sensor safe) to the exhaust pipe flare then install the driver side header from under the vehicle. Some twisting and wiggling is necessary to get the hedder in place. Attach the header using the gaskets and bolts in the header kit. (Use a small amount of anti-seize to bolt threads before tightening.) Loosen EGR tube at valve on top and attach to back of header fitting leave loose.
3. Re-install the dipstick tube (Shorten the bolt that secures tube to head 1/4") making sure there is no damage to the O-ring seal at bottom, slide dipstick into tube. Tighten the EGR fitting at the top where loosened at valve, and the bottom at the back of header.
4. Apply a small amount of Hi-temp RTV (sensor safe) to the passenger side exhaust pipe flare and install the header through the wheel well. Attach using the gasket and bolts supplied in kit. (Apply a small amount of anti-seize to threads of header bolts before tightening.)
5. Carefully slide the exhaust system forward over the ball with the exhaust flare and tighten, using the bolts and nuts in kit. **(If 4X4 re-connect the drive shaft and tighten.) Re-install the starter at this time.**
6. Re-install the inner fender dust flaps (If removed previously). Check to ensure that there is adequate clearance on all brake lines, wire looms, fuel lines and A/C lines etc.
7. Re-install the front wheels and torque to factory specs (See owners manual).
8. Reconnect the battery.
9. Start the engine, check for leaks or unusual noises. Take the vehicle for a test drive. Allow the engine to reach normal temperature. Turn engine off and allow the engine and headers to cool. Re-tighten all header bolts and check all lines.

**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".



**WARNING:** Removal of catalytic converters and other factory air pollution control devices is illegal. We recommend you adhere to your state's local laws. Our testing indicates performance is not significantly affected by these devices.

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