



**P/N 91670FLT (painted) & 91670-1FLT (ceramic coated)**  
**FLOWTECH™ EMISSION-COMPATIBLE FORD HEADERS**  
**97-02 Expedition/F-150/F-250/ (no HD)**  
**4.6L (2 & 4 WHEEL DRIVE)**  
**C.A.R.B. EXEMPTION # D-115-17**

Thank you for making FLOWTECH™ HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled FLOWTECH™ to offer the most advanced design in exhaust systems. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your FLOWTECH™ exhaust system.

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

**BEFORE STARTING**

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal, if no hoist is available, we strongly urge the use of axle stands as a safety measure.

**CAUTION! YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.**

We recommend welding all pipe slip joints, if no welding equipment is available at the time of installation, use the furnished clamps to secure the pipes until they can be welded.

**NOTE:** Apply a small amount of anti-seize to the header bolts before installing them into the cylinder heads.

**INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

1. Disconnect the battery.
2. Unbolt the flange nuts where the manifold connects to the exhaust system.
3. Disconnect the front drive shaft (4x4 models) by removing the 4 bolts on the companion flange.
4. Remove the sheet metal screws and fasteners attaching the inner fender wells and remove the fender wells.
5. Working through the wheel well, disconnect the EGR tube and dipstick tube from the left side of the engine.
6. Remove the nuts attaching the exhaust manifold to the cylinder head and remove the manifold.
7. Remove the remaining studs from the cylinder heads, using a 1/4" drive ratchet and a 5mm socket.
8. Working through the wheel well (right side), remove the nuts from the manifold and remove the manifold.
9. Remove the remaining studs from the cylinder heads using a 1/4" drive ratchet and a 5mm socket.
10. Remove the EGR fitting from the left side factory exhaust manifold and install into the new header.
11. Install the driver's side header from under the vehicle and install using the supplied bolts, gaskets, and washer.
12. Loosen the EGR tube at the EGR valve (top of engine) and install the tube to the header, tightening the EGR tube.
13. Reinstall the dipstick tube and tighten all bolts to the factory torque specifications.
14. Install the right side header through the fender well, using the supplied bolts, gaskets, and washers. Tighten all bolts to spec.
15. Reinstall the exhaust system, driveshaft, and inner fender wells.
16. When finished with the installation, give your vehicle a test drive checking carefully for any new noises. After several days of driving, re-tighten all the bolts.