WB10020 – STANDARD HEADERS

1980-95 Ford F100, 150, & 250 Pickups 302W 2WD
1980-88 Ford F100, 150, 250, & 350 Pickups 302W 4WD
1980-95 Ford Bronco 302W 4WD

NOTE: Recommended replacement gasket – Mr. Gasket P/N 6460
NOTE: Must modify exhaust to retain catalytic converters.
NOTE: Applications with an oxygen sensor will use reducer Flowtech 10105FLT for 2 1/2" 3-bolt flange and Flowtech 10110FLT for 3" 3-bolt flange.

We realize that you had many choices when you chose your headers, and we thank you for purchasing White Box. At White Box, we put many years of performance exhaust experience into every product we build. We feel and know that you will agree. White Box headers are the best you can buy at any price.

As a result of restricted room available in some engine compartments, you may experience a close fit to some body and chassis components. This is a normal condition. If this is the first time installing a set of headers, it may be timing consuming. While not complex, stick with it. As soon as you start your engine, the reward of the additional horsepower and performance will be well worth your efforts. Proper installation and periodic maintenance will result in the maximum performance and life of your White Box headers.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For the ease of installation, your vehicle must be raised a minimum of 24". Warning: Should you decide to install any exhaust product yourself, be warned that the original equipment jack that came with the vehicle is intended for emergency use only. The use of a frame jack, in conjunction with a floor jack, as the main support is highly recommended to minimize the accidental dropping of a vehicle while the installation proceeds. Never go under a vehicle that is supported by only a bumper jack!

A. PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system
2. Unbolt the headpipe from the stock exhaust manifold and move aside. Remove the stock exhaust manifold.
3. Remove the starter.
4. Loosen and remove the dipstick tube.
5. It may be necessary to relocate the brake line junction block towards the inside frame to clear the header.
6. On 4WD vehicles, remove the front driveshaft.

B. CHECK THE CONDITION OF THE ENGINE MOUNTS:

INSTALLATION NOTE: It is recommended that new engine mounts be installed before installing the headers.

C. INSTALL THE RIGHT SIDE HEADER FROM BELOW:

1. It may be necessary to raise the engine on some model years.
2. Place the gasket into position and check the port alignment.
3. Install the front and rear header bolts (supplied). DO NOT TIGHTEN!
4. Lower the engine (if it was raised) down into its original position. Tighten the engine mount bolts.
5. Install the balance of the header bolts (supplied). DO NOT TIGHTEN!
6. Tighten all header bolts progressively and evenly, until they are tight.

D. INSTALL THE LEFT SIDE HEADER FROM BELOW:

1. Place the gasket into position and check the port alignment.
2. Install the front and rear header bolts (supplied). DO NOT TIGHTEN!
3. Install the balance of the header bolts (supplied). DO NOT TIGHTEN!
4. Tighten all header bolts progressively and evenly, until they are tight.

NOTE: On Ford F250 & F350 models only: If the front driveshaft is in close proximity to the left header, please check the vehicle ride height and correct to factory specifications. Sagging springs may cause the driveshaft to come in contact with the headers.

E. AFTER HEADERS ARE IN PLACE:

1. Inspect all points with limited clearance. Relocate any points that have direct contact with the headers. Make sure there is adequate clearance around all lines (transmission, brake, fuel, and electrical wires). Reroute, as necessary. **Before installing your exhaust system, replace any fluids that you might have removed or lost.**
2. All engines are not mounted exactly the same from the factory, and it is sometimes necessary to loosen the motor mounts and move the engine slightly to one side or the other for maximum clearance. **If the motor mounts are worn or broken, they should be replaced.**

E. CONNECT THE EXHAUST SYSTEM:

1. Bolt the reducer adapters (using the gasket, nuts, and bolts supplied) to the collectors.
2. Connect the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
3. Reinstall the front driveshaft on 4WD applications.
4. Reinstall the dipstick tube.

When you have finished installing your White Box headers, take the vehicle for a road test. Listen carefully for any exhaust leaks or other strange noises and make corrections. When the vehicle has been driven for a few days, retighten the header bolts. We find that periodically checking the bolts will prevent the flange from warping and the header gaskets from burning out.

IMPORTANT! Unless certified or exempted by the California ARB, Headers are not legal for sale in California on 1975 or later model vehicles, except for racing vehicles, which are not legal for use or operation on any highway. Pre-Catalyst vehicles must utilize original air injection system, if so equipped. It is the responsibility of the customer to reinstall the air injection device to his vehicle.