

Model A Ford "Y" Header System

Fits all Model "A" and "B" engines 1928 to 1934

Parts Included:

- 2 Y Header castings
- 2 Steel flanges
- 4 Flange bolts and washers
- 4 Gland rings
- 2 Flange gaskets
- 4 Mount conical washers

The manifold should be mounted with stock Ford large conical washers (*4 supplied*) to enhance the clamping and make the bond strongest.

Owner may use studs or bolts.

Use 4 exhaust gland rings provided to maintain alignment over time.

A steel one piece gasket is recommended (*optional, not supplied*).

Kit contains 2 steel flanges with 2" ID holes, bolts and washers to finish the job. To these flanges the owner will weld 2" OD steel pipe bent to their choosing.

The owner is responsible for the optional and recommended fabrication of two (2) short "L" bracket arms from 1/8" by 5/8" flat bar stock, that attach to the tab on the back of the manifold's main legs. Bolt these to the valve cover. This controls vibration and supports the weight of the lower exhaust system.

The manifold can be coated with any protective coating on the market.

Flathead and Cragar type OHV engines: Intake manifolds with 3/4" thick mounts fit to this exhaust system. Up-draft carburetion does not fit. The collected manifolds (two Ys and one intake) should have their mounts machined to be equal in thickness.

"F" head engines: Riley, Roof and other "F" head conversions need two (2) Port Covers (*Available from us*) to cover the unused intake ports and to provide a balanced mount.

Optional additional support - for the professional builder

Not required for normal driving

1) A fifth mount bolt can be added between the manifolds at the center. Locate, drill and tap for 5/16-18, grade 8 bolt and heavy flat washer. The block can take this hole without problem. You will be drilling into solid cast iron.

If option #2 is preformed warranty is null and void

2) *Not required for normal driving.* There are two extra mounts available at the outboard ends. These have been spotted for you. Mount the manifolds and be sure alignment is optimum. Drill through the locator spots into the block and tap to 1/4-20. This hole will go into the water jacket and must be sealed. *Do not put too much torque pressure on this tab as it could break off.*