

Eastwood

DO THE JOB RIGHT.

Part #13916Z

HEADER RESTORATION KIT

INSTRUCTIONS



When stripping, blasting and coating the external surfaces of exhaust headers, the job is only half done. With the **Eastwood Header Restoration Kit**, you can finish the job and help prevent future rust-out of the header tubes from the inside out and leave the outside with a new, fresh out of the box look. This kit contains sufficient material to complete a set of average small or big block headers inside and out.

INCLUDES

- One quart of #12096 Eastwood Gel Rust Dissolver.
- One aerosol can of #13795 Z Eastwood 1800°F Internal Exhaust Coating with 2' Extension Wand and 360° Nozzle.
- One aerosol can of #11949Z Eastwood Low VOC PRE Painting Prep.
- One aerosol can of Eastwood 1200°F High-Temp Exhaust Coating

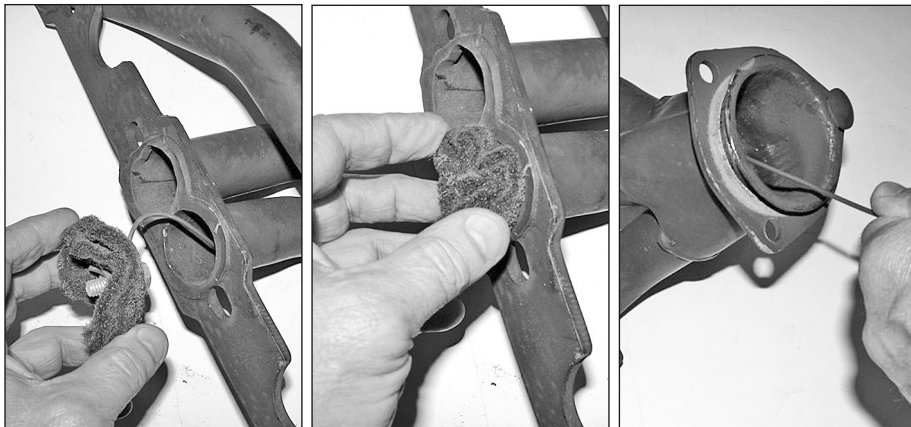
PREPARATION & RUST REMOVAL

EXTERIOR SURFACES

- The headers should be removed from the engine then abrasive blasted and cleaned to remove all traces of rust, old coatings, grease and oil. If abrasive blasting is not feasible, stiff wire brushes both drill mounted and hand configurations may be used. Pay particular attention to welded joints and crevices.

INTERIOR SURFACES

- All loose, flaky rust should be removed along with any oil and excess carbon deposits.
 - a. This can be done by inserting a bolt and nut through the center of a coarse steel wool pad or a red "Scotchbrite" pad.
 - b. Reinforce it with several large washers and attach a suitable length of flexible wire to the assembly.
 - c. Run the wire through the header tube then using the wire, pull the steel wool or abrasive pad through the header tube.



- Next, place some duct tape over the individual header tubes on the flanged, exhaust port end then press it in and around the area making a secure, liquid tight seal.
- Pour a quantity of the Eastwood Gel Rust Dissolver into the header tubes from the open, collector end. **NOTE:** It is not necessary to fill the tube as the Gel will adhere to the interior walls to do its job. *Observe all instructions and cautions on the GEL Rust Dissolver label.*
- Without allowing the Eastwood Gel Rust Dissolver to spill out, move and rotate the header around to allow the Gel to completely spread over and cover the interior walls. The thick Gel consistency will keep it in place while it works.
- Cover the open collector end of the header with duct tape to prevent drying out of the Gel and allow it to dwell for 8 hours.
- After 8 hours, while holding the header upright, remove the tape seal, pour out the remaining Gel and save it for re-use. **NOTE:** Although it will be discolored, it is still effective for use.
- Once all the Gel has been removed, rinse the tubes with water (warm water is preferred) then dry thoroughly and immediately to prevent flash rust. **NOTE:** Compressed air works well however if it is not available, an ordinary shop vac with the hose attached to the output side and used to blow air through the tubes is very effective. An alternative is to use a propane torch sparingly to dry the interior of the tubes.
- Lastly, use the Eastwood PRE painting prep to remove all remaining grease, oil and carbon deposits.

COATING APPLICATION

INTERIOR SURFACES

- *Observe all instructions and cautions on the High-Temp Exhaust Coating label.* Insert the 2' long spray wand as far into the header tube as possible then depress the nozzle to start the 360° spray pattern and draw the wand through and out of the tube. The wand is 2' long which should be sufficient to reach beyond the center of most header tubes. Repeating the process from the opposite direction may be required.

EXTERIOR SURFACES

- Spray all outer surfaces of the header tubes, collectors and flanges with Eastwood PRE to remove traces of oils and other contaminates. Allow to dry.
- Spray all surfaces with an even coating of Eastwood High-Temp Exhaust Coating and allow to dry. Observe all instructions and cautions on the High-Temp Exhaust Coating label. **NOTE:** The finished, uncured coating may be somewhat soft and subject to damage. Use care when handling. A full cure occurs with engine heat after the headers are installed and engine is run.

See the "how-to" video using
this Header Restoration Kit





If you have any questions about the use of this product, please contact

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