



900-180615-02
61-69 Lincoln / Coyote Swap – Stainless Headers



Fitment

- 1961-69 Lincoln Continental swapping to 2011+ Coyote Engines
- Note that 1961-64 models require the later model steering box from 65-69 for clearance (see Steps 13-16)
- Used in conjunction with our [Lincoln / Coyote Swap – Engine and Trans Mount](#)
- Used in conjunction with our [Lincoln / Coyote Swap – Oil Pan and Oil Pickup](#)

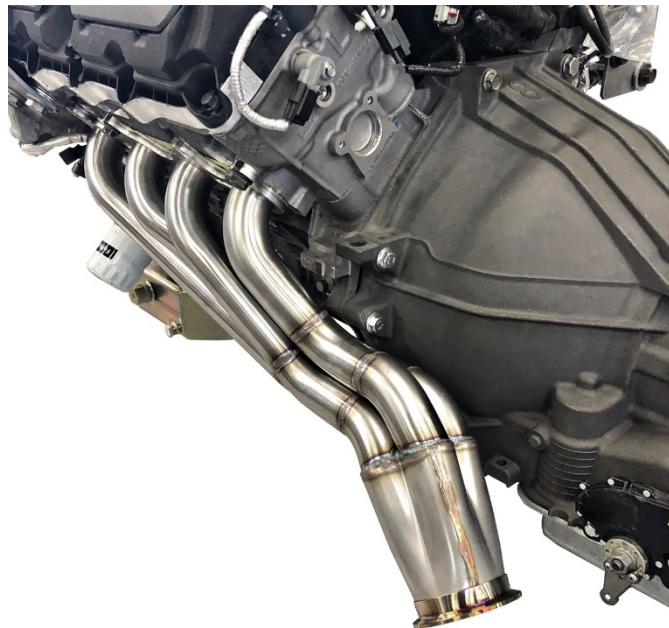
Features

- Allows for Coyote engine placement in 61-69 Continentals which have many limitations for space, including frame and crossmember clearance as well as steering box clearance issues.
- TIG welded 304 Stainless Construction
- CNC machined .375 Stainless Flanges
- Machined Stainless V-band Clamps for 3.0" and Smaller Exhaust Tubing
- Includes Stainless O2 bungs and a Laser Cut Patch Plate

Warning

- These parts should only be installed by someone experienced and competent in the installation and maintenance of aftermarket engine components.
- If you are not sure of how to safely use these parts, you should not install or use them.
- Do not assume anything. Improperly installed or maintained driveline parts are dangerous. If you are not sure, get help or return the product.

Notes



Our headers were developed specifically to allow Coyote engines to fit in the 61-69 Lincolns without major modifications to the engine crossmember, frame rails, and steering box. After trying several sets of off-the-shelf headers and manifolds, we determined there weren't any suitable solutions for exhaust in this application and thus developed these headers to provide an option for customers wishing to use the Coyote engines in 61-69 Continentals. They're designed to work in conjunction with our [Lincoln / Coyote Swap – Engine and Trans Mount](#) and [Lincoln / Coyote Swap – Oil Pan and Oil Pickup](#)

1 & 2



A small patch is required on the passenger side to install the headers. Measuring from the firewall, the back corner of the included patch plate will fit at 16 inches.

3 & 4



Picture 3 shows the shape that should be removed with a cut-off wheel or similar. It is advised to make multiple trims until the patch part fits as shown. The patch part can be taped into place so that the engine can be installed and clearance verified before any welding is done.



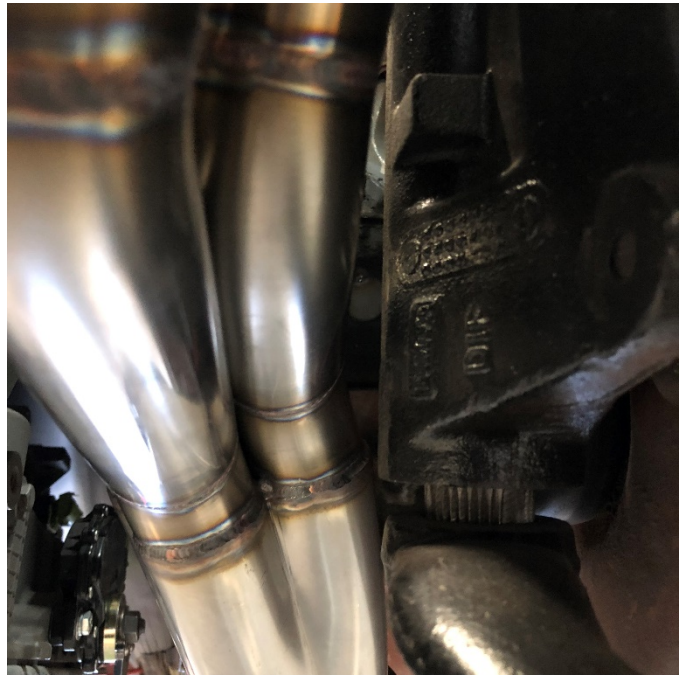
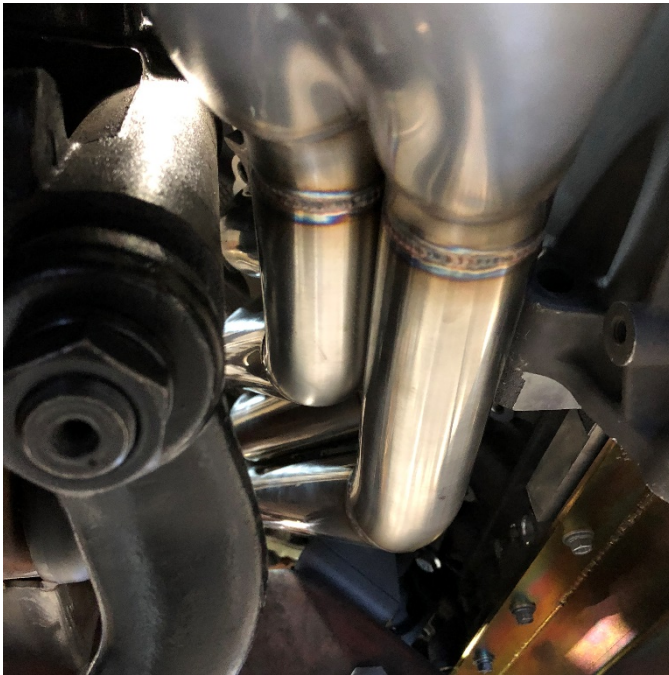
By holding the driver side header in place, it can be seen that the inside tube contacts the engine block and transmission bellhousing. This area should be sanded as shown using a drum sander or similar tool.



The engine and transmission will both receive this treatment until the header flange is allowed to sit flat on the surface of the engine block. The modification is necessary due to the limited space between the engine and the steering box.



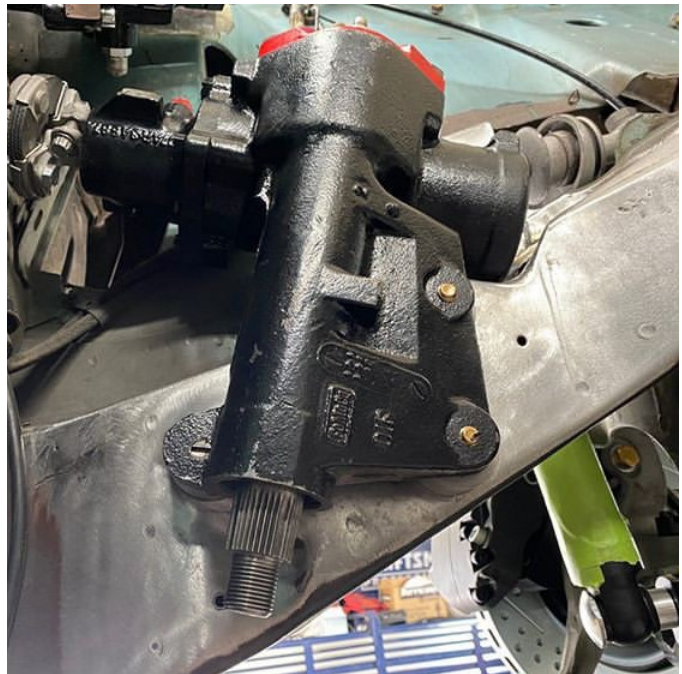
The header can now be temporarily secured and checked to confirm there is space between the innermost tube and the engine and transmission.



With the engine in place, it is advised to confirm the space between the header and the steering box which should be a minimum of $\frac{1}{4}$ inch to $\frac{1}{2}$ inch clearance in all places.



1961-64 Models Only: These models will require an upgrade to the 1965-69 model steering box which is smaller and allows clearance to the headers. A steering box retrofit kit is Included with the 1961-64 option.



1961-64 Models Only: Note that frame modification will be required for the body of the 1965-69 steering box, as shown.

For any questions or suggestions please [CONTACT US](#)

