

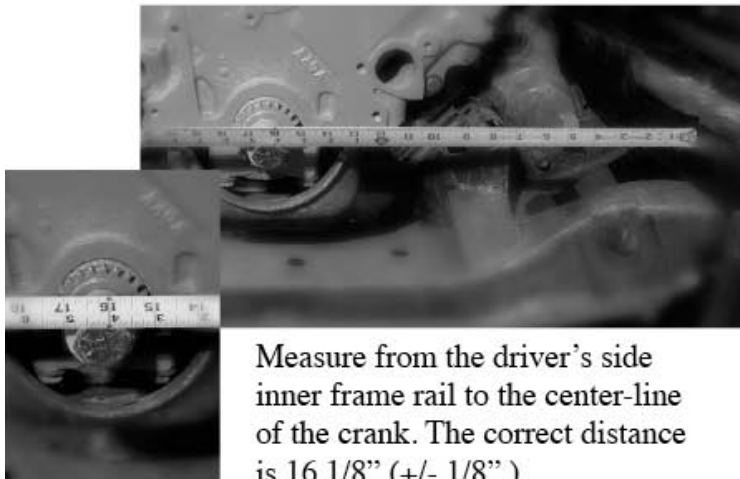
Small Block Mopar Header Installation

Thank you for your purchase! These instructions are written using the smaller 67-76 A-Body. B and E bodies are much larger allowing these headers to fit with less fitment concerns.

Installation Requirements:

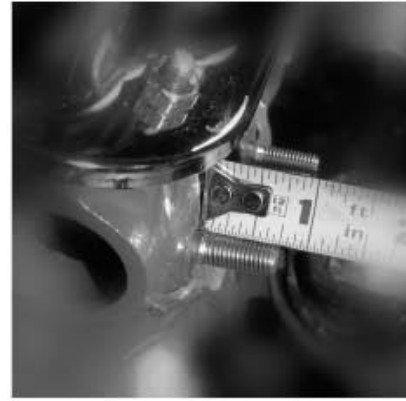
- A smaller than stock Chrysler starter is required. We have them available under part number SCSMS, or a Dakota starter will work.
- The stock oil filter will not fit. You will need a 90 degree adapter or a short body oil filter (WIX 51068)
- If the driver side header interferes with the power steering hose, then a hose from a 1970 A-Body 340 or 1969 C-Body should clear. These route towards the inner fender, away from the header tubes.
- These headers do not work with stock style clutch linkage. If using a manual transmission a hydraulic throw out bearing set up will need to be used.
- Column Shift Cars: Some later model years have column shift linkage which hangs down instead of up. To remedy this the linkage will either need to be replaced with earlier year linkage, or cover to a floor shifter (either stock or aftermarket)

Engine Position: Engine position is critical to achieve proper fit of your headers. Use the following dimensions to check if your engine is in the correct location. If necessary, adjust the engine position first, before fitting the headers.



From the top of the K-member to the center of the crank - you should see 5 1/4" (+/- 1/8")

Installation: With the engine in place, the headers can be installed one of 2 ways. The first method requires the engine to be lifted up. The second does not require the engine to move, but does require the steering column to be removed. If the headers are coated, care should be taken to protect the coating from damage during install.



First Installation Method:

- Remove the negative battery cable from the battery
- Remove the oil filter, starter, and lower mounting stud for the starter (you will replace this with a bolt). On both sides remove the brace between the engine and transmission
- Cut down or replace the header mounting studs as to not protrude over 3/4 of an inch. This allows for more room.
- Unclip or remove the distributor cap.
- Unbolt the radiator shroud from the radiator
- Unbolt the motor mounts from the K-member. Loosen transmission mount bolts and lift the engine as high as it will go. Pry the engine to the passenger side and install the driver side header from the top down.
- Turn the steering wheel all the way to the left. Push the engine back towards the driver side and install the passenger side header from the top down.
- Reassemble in the reverse order, torquing fasteners per factory service manual.

Second Installation Method:

- Follow steps 1-3 on the above installation method.
- Remove steering column. If so equipped, temporarily remove the power brake booster. Reinstall after header installation.
- Install driver side header from the top down.
- Remove steering idler arm pivot bolt. Move idler or of K-Member bracket and push steering linkage forward. On '73-'76 A-Bodies make sure the passenger side spool bolt is installed from back to front (threads pointing forward).
- Install passenger side header from the top down.
- Reassemble in reverse order.



Some studs cannot be accessed with a socket. The nut and washer should be started before the header is fully tightened down. Number 2 shown.



We utilize the popular ball and socket style of exhaust flange. It is important to alternate between the 2 bolts as you tighten them so that they are tightened evenly and equally. We also recommend that you use a jam nut on the bolts to keep them from loosening due to vibration.

Final Installation Notes

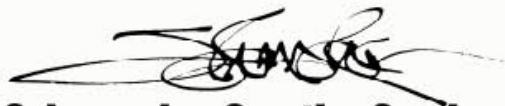
It is not uncommon for the header to head flange to sit slightly bowed from front to back. Simply tighten from the center ports outward, alternating as you would lug nuts. Tighten per gasket instructions.

Please take all safety precautions when installing headers. Proper jacking and securing techniques must be utilized. If you are unsure, please contact a qualified professional.

Coating Precautions

DO NOT break in the camshaft with freshly coated headers. Damage WILL occur. During engine tuning, a lean or rich fuel mixture can cause high exhaust temperatures. High exhaust temperatures will damage the ceramic coating.

Schumacher Creative Services warrants the header coating for 1 (one) year from original purchase date. This warranty covers flaking, peeling, or bubbling on new parts. Flaking, peeling, or bubbling caused by high exhaust temperatures will not be warranted. Rust in the collector area will not be warranted. This warranty does not cover shipping or freight costs, stripping costs, cost of down-time incurred, removal, or any replacement costs. **Failure to properly install and maintain product will void all warranties.** All warranty claims must be returned to Schumacher Creative Services for inspection, along with original invoice. This warranty does not apply to used headers, as we can not guarantee the quality of metal underneath our coating.



Schumacher Creative Services

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Warranty

Warranty is limited to workmanship and materials of this product. We will repair or replace any defective part or component at no cost to the customer.

Customer assumes all risks and responsibilities connected with the use of this product. In purchasing this product, the customer understands that Schumacher Creative Services cannot be held responsible for injury or physical damage due to improper installation or use.

Schumacher Creative Services inc.

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