



SWS PART # 440-2042 & 440-2045

UNIVERSAL STREET ROD HUGGER HEADERS

WARNING! Breaking in an engine with ceramic-coated headers **WILL** result in damage to the coating and will **VOID** all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. We recommend using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

BEFORE STARTING

If your vehicle must be raised, a floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure.

CAUTION! YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

1. Remove the spark plugs and cast iron exhaust manifolds (if equipped).

NOTE: One header will fit either side – no right or left side header.

NOTE: If your vehicle is equipped with the late model factory safety shell motor mounts, the left side will have to be trimmed for collector clearance. The right side should be okay.

2. Position the header flange gasket and header. Start all bolts (most restricted first). Tighten all bolts evenly.

3. Replace the spark plugs. At this time, check the brake lines, fuel lines, wires, hose, etc. Reroute these, if necessary, for adequate clearance.

4. Periodic re-tightening of header bolts is recommended.