



SWS PART # 440-2171, 440-2172, 440-2173, 440-2174

NOTE: Fits all models with standard and automatic transmissions, power brakes, power steering, oil cooler, and air conditioning.

NOTE: For models with A.I.R. tube running along the frame, this will have to be relocated.

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 cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For ease of installation, your vehicle must be raised a minimum of 36". **Warning:** should you decide to install any exhaust yourself, be warned that the original equipment jack that came with the vehicle is intended for emergency use only. The use of a frame jack in conjunction with a floor jack as main support is highly recommended to minimize the accidental dropping of a vehicle while the installation proceeds. **Never go under any vehicle that is supported by a bumper jack!**

1. PREPARE THE CAR FOR INSTALLATION:

- Disconnect the negative cable of the battery.
- Remove the spark plugs and spark plug shields.
- If equipped with air conditioning, dismantle the compressor, but do not disconnect the lines.
- If equipped with power steering, loosen the tension adjustment nut.
- Remove the dipstick and dipstick tube, if necessary.
- Remove the exhaust manifolds and exhaust pipes.
- Remove the oxygen sensor. If your vehicle is equipped with this unit, it will be necessary to drill a hole in the collector where the adapter is welded. Be careful not to hit the threads on the inside of the adapter when drilling. We recommend marking the center with a punch, and then drilling a small pilot hole first. Carefully screw the sending unit into the adapter and tighten with a wrench.
- Remove the starter.
- Remove the bolt from the steering shaft and slide the cowling down about 1/2 inch.

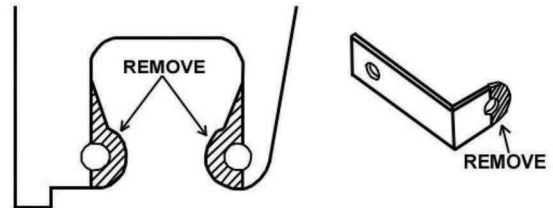
2. CHECK THE CONDITION OF THE ENGINE MOUNTS: It is recommended that new engine mounts be installed before installing headers.

3. LEFT SIDE HEADER INSTALLATION:

- Hold the header and gasket in position and install the front and rear header bolts. **DO NOT** tighten at this time.
- Install the balance of the header bolts. **DO NOT** tighten at this time.
- If equipped with power steering and/or air conditioning, cut the stock air conditioning and power steering bracket to clear A/R headers, as described below.
- Use the two stock manifold bolts and two spacers. Grind the spacers flat on the tube side.
- Tighten the header bolts progressively, until all are tight.

4. RIGHT SIDE HEADER INSTALLATION:

- Hold the header and gasket in position and install the front and rear header bolts. **DO NOT** tighten at this time.
- Install the balance of the header bolts. **DO NOT** tighten at this time.
- Reinstall the starter and connect the wires.
- Tighten the header bolts progressively until all are tight.
- Connect the battery cable.



5. AFTER HEADERS ARE IN PLACE:

- Before connecting the headers to the exhaust pipes, inspect all points with limited clearance. Relocate any points that have direct contact with the header. All engines are not mounted exactly the same at the factory, and it is sometimes necessary to loosen the motor mounts and move the engine slightly to one side or the other for maximum clearance. **If the motor mounts are worn or broken, they should be replaced.**

6. CONNECT THE EXHAUST SYSTEM:

- Bolt the reducer adapters and gaskets to the collectors.
- Attach the exhaust system by either welding or clamping the exhaust pipes to the reducer adapters.
- Reinstall the spark plugs, dipstick, and dipstick tube.
- Start the engine and let it idle until it reaches normal operating temperature and tighten all header bolts again.

When you have finished installing your headers, take the vehicle for a road test. Listen carefully for any exhaust leaks or other strange noises and make corrections. When the vehicle has been driven for a few days, retighten the header bolts. We find that periodically checking the bolts will prevent the flange from warping and the burning out of the header gaskets.

IMPORTANT! Unless certified or exempted by the California ARB, Headers are not legal for sale in California on 1975 or later model vehicles, except for racing vehicles, which are not legal for use or operation on any highway. Pre-Catalyst vehicles must utilize original air injection system, if so equipped. It is the responsibility of the customer to reinstall the air injection device to his vehicle.