



## SWS PART # 440-2263, 440-2264, 440-2265, & 440-2266

**For: 1967-87 1/2, 3/4 & 1 Ton Pickup 4wd 265-400  
1969-91 Blazer, Jimmy, Yukon, & Tahoe 4wd 265-400  
(Does not accommodate A.I.R. Injection Systems)**

Please read and understand these instructions completely prior to starting work.

Check to make sure you received the proper parts for your application. If you are unsure you have received the proper parts, call before you start work.

**Be sure to work safe!** Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! **Remember: hot asphalt will not support most jack stands!**

Many factors affect the installation of headers, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads. Most installations require some welding. If you are uncomfortable with welding operations, we recommend that you contact a professional exhaust system specialist to install your new headers.

**Attention Customers breaking in new engines:** Due to the extreme heat generated during the break-in process, the appearance of the ceramic coating may be altered in certain areas. The protection characteristics and thermal barrier properties of the coating is never compromised. It is recommended that a cast iron manifold or old set of headers be used for this process.

**Notice:** The coating of these headers can be marred or scratched during installation. Please use the ceramic header installation kit that is included with this kit. This will reduce the possibility of getting scratches, nicks or discoloration of the headers while installing them.

**WARNING:** These headers are legal for Off Highway use (except in California or states that have adopted California emission standards) or Racing use (which may never be used on a Highway), or for use on pre emission controlled motor vehicles/motor vehicle engines (pre 1974 domestic vehicles certified to California standards, pre 1974 domestic vehicles certified to Federal standards) Only.

### **DISASSEMBLY**

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 2 feet or higher and support it with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Apply penetrating oil to all nuts and bolts to be removed.
4. On manual trans equipped 67-73 models remove the clutch linkage.
5. Remove A/C Compressor. If mounted on left side also remove the rear bracket
6. Remove the alternator or generator.
7. Remove the starter cable.
8. Remove and mark all spark plug wires. **NOTE:** Grasp the spark plug boot, not the wire, and use a twisting motion while pulling the wire from the plug. **Note:** remove and discard spark plug shields if so equipped; they cannot be used with this header.
9. Remove the dipstick tube and dipstick.
10. Disconnect the head pipes from the exhaust manifolds and remove the manifolds.
11. In order to install the headers it will be necessary to move the stock headpipes out of the way. If you are going to install a new exhaust then remove the entire stock exhaust at this time. If you are going to reuse the original exhaust then drop it out of the way.
12. Remove any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent will ease the removal of any gasket material.

### **ASSEMBLY**

1. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to each side of one header gasket around the exhaust port openings and let set up for a couple of minutes.

2. Stick the gasket onto the Driver's side header.
  3. Apply a small amount of anti-seize to the header bolts supplied with the headers.
  4. Start from below, work the header up through the chassis into position over the exhaust ports. Start all the header bolts (most restricted first) and tighten evenly. **Note:** Some models will require that a small section be ground away from the rear top corner of the motor mount to provide additional header clearance.
  5. If the alternator or generator was mounted to the left side exhaust manifold, a different bracket will be needed to remount the alternator or generator.
  6. If the A/C compressor was mounted to the left side exhaust manifold on 1978 and older vehicles you will need a different mounting bracket. 1979 and newer vehicles with the short A/C compressor can reuse the original bracket.
  7. If equipped with power steering, use a furnished 1-1/4" spacer when replacing the pump bracket for adequate header clearance. Use the stock (longer) bolt in this location instead of the supplied 3/8"-16 x 3/4" header bolt.
  8. Tighten all the header bolts evenly to a final torque of approximately 35 ft. lbs.
  9. Note: For auto trans, it may be necessary to modify (bend) the shift linkage for the proper functioning and/or adequate header clearance.
  10. Replace the dipstick tube and dipstick.
  11. Replace the spark plugs wires.
  12. Replace the clutch linkage (if removed). On 1974 models only, shorten the return spring approximately 2" and attach it to the existing hole in the frame. See illustration
1. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to each side of the header gasket around each of the exhaust port openings and let set up for a couple of minutes.
  2. Stick the gasket onto the passenger side header.
  3. Start from below; work the header up through the chassis into position over the exhaust ports. Start all the header bolts (most restricted first).
  4. If the alternator/generator or A/C was removed, remount with the purchased bracket.
  5. Tighten all the header bolts evenly to a final torque of approximately 35 ft. lbs.
  6. Reinstall the spark plugs and spark plug wires.
  7. Reroute the starter cable and install.
  8. Weld the reducers to the exhaust system and install them onto the headers utilizing the gaskets and bolts supplied.
  9. Connect the negative battery cable.
  10. Check over the installation to make sure that all wires, lines, hoses. etc. are connected and have adequate clearance to protect them from the heat generated by the headers.

### **START THE ENGINE**

Start the engine and allow it to warm up to operating temperature. Check for any unusual noises or exhaust leaks. If every thing is OK, stop the engine and tighten all bolts while the engine is still warm.

**NOTE:** Check the bolts periodically to make sure they have not loosened. Re-tighten after the first 500 miles and then again at 1000 miles.

### **IMPORTANT CHECK LIST**

- **Be sure that all brake lines and fuel lines are clear of headers and/or connector pipes.**
- **All spark plug wires, battery cables, or other electrical components should be clear of headers and/or connector pipes.**
- **If dipstick tube was removed, make sure it is installed properly and that the dipstick has been replaced.**
- **Double-check the tightness of all bolts including brackets and accessories.**

### **PARTS LIST**

<b>Qty</b>	<b>Description</b>		
1	Left side header	1	Right side header
2	Reducers	2	Header gaskets
2	2-1/2" flat gaskets	12	3/8"-16 x 3/4" header bolts
6	3/8"-16 x 1" hex head cap screws	6	3/8"-16 hex nuts
1	Spacer		

*Additional customer supplied parts:*

- If the A/C compressor was mounted to the left side exhaust manifold on 1978 and older vehicles you will need a different mounting bracket.
- Models with an alternator/generator mounted on the head will require a different bracket.
- For model years 1980 and later, Reducers, are available with an O<sup>2</sup> sensor fitting.