



HEADER INSTALLATION INSTRUCTIONS

SWS PART # 440-2373, 440-2374, 440-2375, & 440-2376

- **Designed to be used with Danchuck style stock location or 3/4" forward motor and trans mounts. Stock mid mounts and ears on the frame Must be removed**
- **Will Not fit with Powerglide Trans**
- **Must use OE V8 pitman arm #3719487, Not the 6 cylinder arm**

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.

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. If the header needs to be returned and is damaged, you will be charged for recoat.

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 with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Remove bolts attaching head pipes stock manifolds, then remove the stock manifolds from the car.
4. Remove the Oil Dipstick Tube, Starter, and Oil Filter.
5. Remove the Spark Plug Wires and Spark Plugs. Remove the Generator/Alternator if attached to the manifolds.
6. Clean the cylinder head exhaust mounting surface.

INSTALLATION

1. Starting on the Driver's side, slip the header into position from the bottom. If steering is straight ahead this gives best Pitman arm clearance.
2. Using the supplied Header bolts and lock washers, slip the gasket in place and start header bolts at each end of the flange. Install remainder of the bolts and tighten to 35 ft/lbs on iron heads or 18 ft/lbs on aluminum heads, starting from the center and working outwards.
3. From below slip the Passenger side header into position.
4. Using the supplied Header bolts, slip the gasket in place and start header bolts at each end of the flange. Install remainder of the bolts and tighten to 35 ft/lbs on iron heads or 18 ft/lbs on aluminum heads, starting from the center and working outwards.
5. Replace the dipstick tube, generator / alternator, spark plugs and wires.
6. Bolt the supplied reducers to the headers using the gaskets, bolts, nuts and washers.
7. Connect the negative battery cable

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.

STARTING 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.