



SWS PART # 440-2381, 440-2382, 440-2383, & 440-2384

1955-57 Chevrolet 265-400 BBC Fenderwell Exit

NOTE:

- **Designed to be used with motor in STOCK SBC location**

This product is Legal for use on 1974 and older non catalyst equipped vehicles and is considered a "replacement part" per California Air Resources Board regulations, as long as ALL emissions sensitive components are retained, including A.I.R., EGR, Heat Risers etc. Failure to retain any of these components, or use on any 1975 or newer catalytic converter equipped car would render this product Illegal for Street or Off Highway Use in California, or in states that have adopted California Emissions regulations and may only be used for Closed Course Competition.

Check to make sure you received the proper parts for your application. The header number will be stamped on the engine flange. 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.

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. Remove bolts attaching head pipes stock manifolds, then remove the stock manifolds from the car.
3. Remove the Spark Plug Wires and Spark Plugs. Remove the Generator/Alternator.
4. Clean the cylinder head exhaust mounting surface.

INSTALLATION

1. If you are running inner fenders you will need to cut them to accommodate these headers. Starting at the back of the cutout for the upper control arm, draw a line angling backwards to about equal with the location of the #3 port on each side, from the front. Go up approx 17" from the frame rail. Now go straight back to the fire wall. Remove this section of inner fender using a Sawzall, Body Saw, Torch, or other method. On 1955 cars you will need to push the inner fender out towards the floor boards.
2. It is best to jack the car up and support it on jack stands so you can remove the front tires.

3. Slip the header through the inner fender from the outside in towards the motor. Do this carefully as to not scratch the headers - additional cutting of the inner fenders may be necessary.
4. 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.
5. Replace the spark plugs and wires, and the Idler generator / alternator. Bolt the supplied reducers to the headers using the gaskets, bolts, nuts and washers.
6. 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.