



## SWS PART # 440-2437, 440-2438, 440-2439, & 440-2440

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

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. 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.

### **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. Remove and mark all spark plug wires, spark Plug Heat Shields and spark plugs.
5. Disconnect the head pipes from the exhaust manifolds and remove the manifolds.
6. Remove the alternator, A/C Compressor, Dipstick, and Clutch Linkage.
7. 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.
8. 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.

### **ASSEMBLY**

1. Install the headers from the bottom of the vehicle. Slide the headers and gaskets into place and install a bolt at either end of the header to hold them in place and check for proper fit.
2. Check the passenger side header for clearance between the header primary tubes and the frame/engine perch. A minimum of 1/4" is recommended. It may be necessary to remove a small amount of metal from the frame/engine perch for proper clearance.
3. Tighten the header bolts evenly to a torque of approximately 35 Foot Pounds.
4. Install the spark plugs and connect the wires to the proper plug.
5. If you reuse the spark plug heat shields, you will need to trim 5/16" per Illustration 'A'
6. Install any accessories that were removed during the header installation.
7. **NOTE:**
  - 1973-75 models with left side A/C will need to modify the bracket per Illustration 'B'
  - 1968 models with power steering will need to fabricate & install a spacer per Illustration 'C'
  - 1969-72 models with right side A/C will need to modify the bracket per Illustration 'D'
  - 1968-72 Models with A/C will need to fabricate and install a spacer under the A/C support bracket per Illustration 'E'
8. Install the reducers and determine the connection to the exhaust system.
9. Weld the reducers to the exhaust system and install them onto the headers utilizing the gaskets and bolts supplied.
10. Check to make sure that all the wiring, brake lines, hoses, etc. are clear of the headers or any exhaust component.
11. Connect the negative battery cable.

## **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.

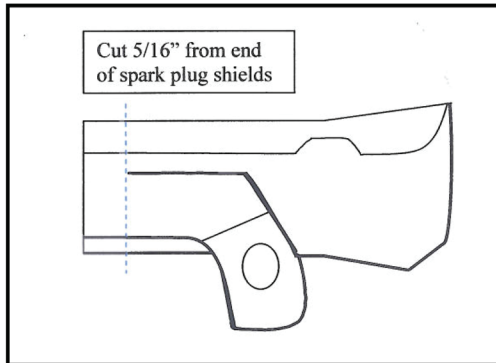


Illustration 'A' Spark Plug Shields

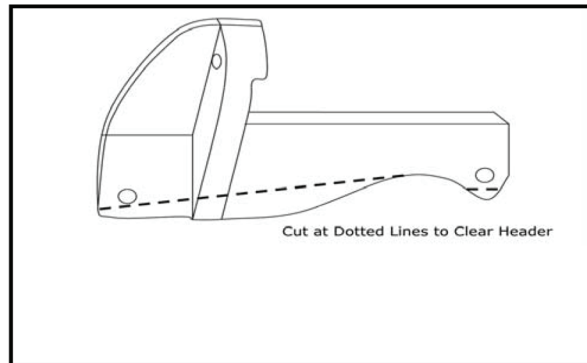


Illustration 'B' 73-74 A/C bracket

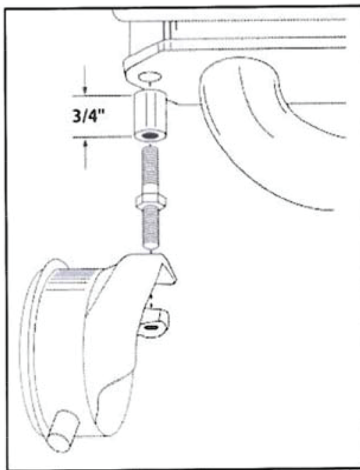


Illustration 'C' 1968 Power Steering

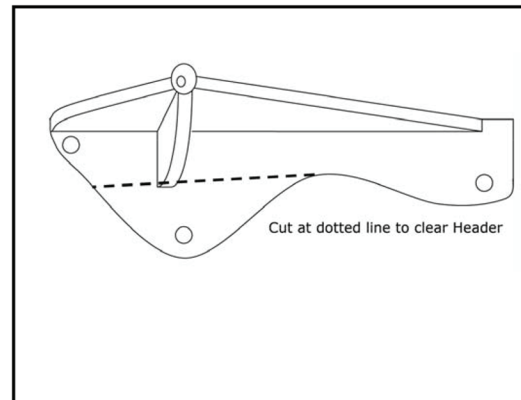


Illustration 'D' 1968-72 A/C Bracket

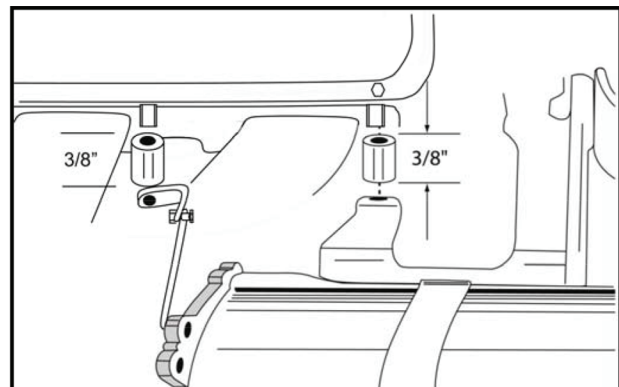


Illustration 'E' 1968-72 A/C Spacers