

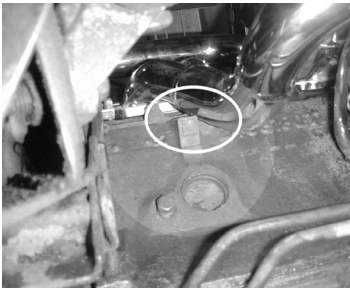
INSTRUCTIONS

These instructions are for installation with engine already in place. Headers can also be installed as an assembly with the engine. Due to tight clearances, the leveling process is critical to the success of your project (see engine mount kit instructions).

RIGHT HAND (PASSENGER SIDE), INSTALLED FROM THE TOP: Remove spark plugs. It may be necessary to raise right hand side of the engine 1/4 - 1/2 inch.

LEFT HAND (DRIVER'S SIDE), INSTALLED FROM THE BOTTOM:

Remove starter and bottom starter stud from the tranny case, remove steering column and #5 and #7 spark plugs. Engine will need to be raised or rocked on the left hand side for clearance between the head and steering gear.



NOTE: It is possible that on some engines an extra boss on the driver's side (see photo) may interfere with the front intermediate pipe. Please check this before final assembly. Some minor grinding of this boss may be necessary to insure a good header to gasket seal. The boss is supposed to touch the header, but not interfere with the final sealing of the header to head.

NOTE: Standard starter measurement from the transmission surface to the end cap is 8 1/2 inches. A few after-market or "hi-performance" starters are longer than this and may touch the header. In this case, you will need to switch to a starter that is within the standard range.

Gaskets, and extra 2 1/2" flanges for collector to muffler pipe connection, are included with your headers.

'67-72 A-Body Owners: Sloppy tolerances in the manufacturing of A-body k-members of this era may affect engine position in some cases. For that reason, a motor mount shim package has been added to your header kit. It can be used to make slight position changes if needed.

'78-79 Magnum and Cordoba (B-body) with column shift: The lower shift linkage in these cars may interfere with the header. TTI's offset shaft can solve this problem.

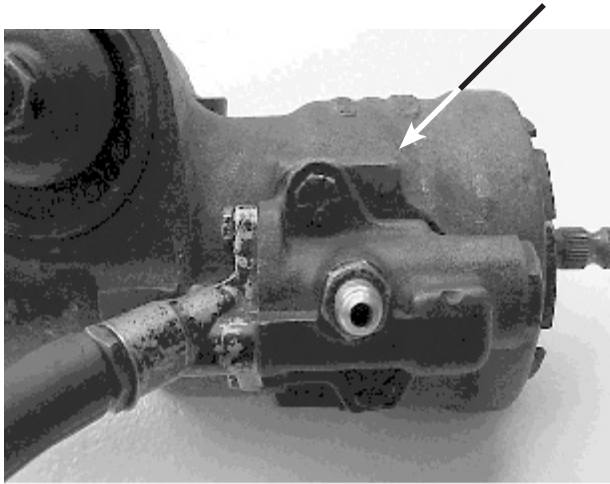
If you have any further installation questions, please call us at 206-364-7151.

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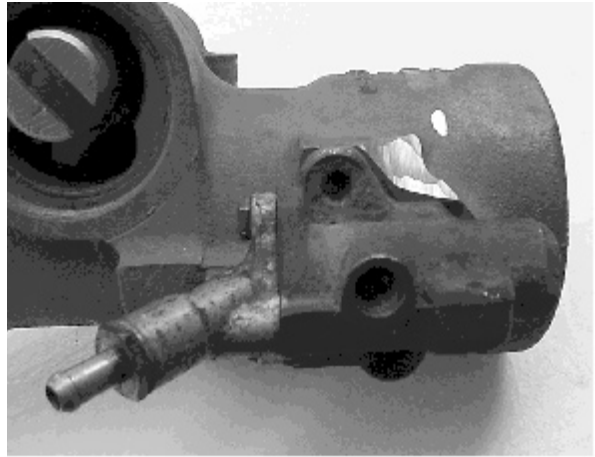
440 A-body installations:

Some power steering gears have a corner next to the pressure hose (see arrow) that needs to be ground down for clearance when installing headers with the 440. The photos below show the corner before and after being cut.

Before grinding



After grinding



The photo below shows the correct clearance with the header installed.

