



INSTRUCTION SHEET

Headers #62190, 62193, 62196, 68190, 68193, 68196, 63198, 68198, 68191, 66191, 61391, 61198, 61193, 68197, 66197, 63197, 67198, 67193

Various 1964-77 GM Cars with 396-502 ENGINE

CAUTION!

This exhaust header system is designed for this particular application. Do not bend, bang, cut, dent, drill or heat any portion of this header! Any alteration other than those suggested in this instruction sheet will void the Hedman Lifetime Guarantee!

To prevent leaks, install your headers using Hedman Hedders exhaust gaskets ONLY and a spray copper gasket sealant.

BEFORE STARTING INSTALLATION:

It is necessary to raise the vehicle at least 36 inches from the ground. A floor hoist is recommended. If not available, use a hydraulic floor jack with jack stands. **DO NOT USE A BUMPER JACK!**

PRE-INSTALLATION:

1. Disconnect battery and remove all spark plugs (Number Wires).
2. Remove wire to temperature sending unit. Disconnect head pipes and push away from work area. Remove stock exhaust manifolds.
3. Remove starter, clutch cross shaft and oil filter if necessary.
4. If vehicle is equipped with A.I.R. air pump system disconnect at this time!

INSTALLATION:

LEFT SIDE:

5. Remove center bolt from motor mount. Place wooden board between oil pan and hydraulic jack. Raise engine approximately 2 inches.
6. Working from below the engine compartment, work the header up through chassis. Lower the engine and replace the motor mount bolt.
7. Install the front and rear header bolts a few threads only. Pull the header flange away from the head, and drop a header gasket between them. The downward hooks on the gasket will rest on the header bolts, keeping it in position. Install the rest of the header bolts and tighten evenly, beginning with the innermost bolt and working outward.
8. Replace spark plugs, oil filter and clutch linkage.

RIGHT SIDE:

9. Working from below engine compartment, work the right side header up through chassis.
10. Repeat the process described in step 7 on the right side.
11. Replace spark plugs (and wires), starter and sending unit wire.
Note: Gaskets installed upside-down partially block exhaust ports causing leaks and void the warranty. A properly positioned gasket aligns perfectly with the port on the header.
12. Replace clutch bar, if removed.
13. Replace spark plugs. (Covers are no longer used.)
14. Bolt the supplied reducers (exhaust adapters) to both header collectors.
15. Tack weld the front of the vehicle's exhaust system to the reducers. When system is properly positioned and tacked, finish weld the exhaust system to the header reducers.
16. Closely inspect headers and exhaust system to ensure there is proper clearance for all fuel lines, brake lines, wiring, steering components and shift linkage.
17. Connect battery.
18. Affix the provided E.O. Sticker to the underside of the hood, or other location easily visible to the emissions technician.
19. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises. After test drive, re-tighten all header bolts.

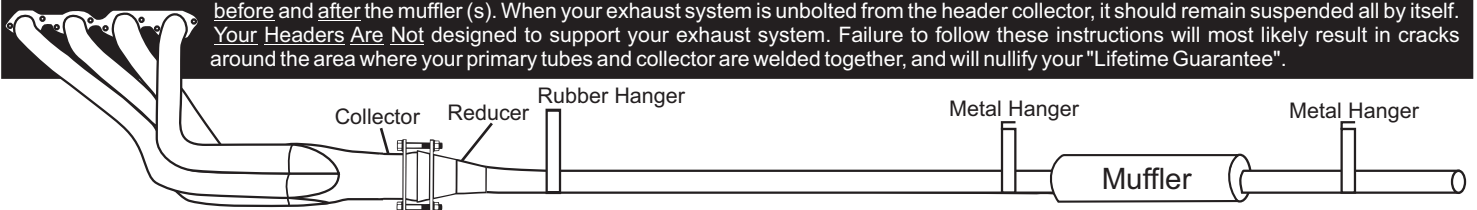
IMPORTANT: Refer to your local state or county emission laws regarding engine swaps before performing this installation.

DO NOT WRAP YOUR NEW HEADERS!

The use of thermal wraps will drastically shorten the life of your Headers, and will void the Hedman "Lifetime Guarantee".

PROPER SUSPENSION OF YOUR ENTIRE EXHAUST SYSTEM IS EXTREMELY IMPORTANT!

After installing your headers, it is very important that your exhaust system be suspended properly. As indicated in the drawing below, you must place hangers as close to the header collector as possible. Rubber hangers should be used to allow the front of the system to flex with the engine torque. A hanger is needed before and after the muffler (s). When your exhaust system is unbolted from the header collector, it should remain suspended all by itself. Your Headers Are Not designed to support your exhaust system. Failure to follow these instructions will most likely result in cracks around the area where your primary tubes and collector are welded together, and will nullify your "Lifetime Guarantee".



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