

CAUTION!

This is a custom designed exhaust header system, designed for this particular application (s). 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!

INSTALLATION INSTRUCTIONS:

NOTE: These headers are for installation on Chevy & GMC trucks 396-454 CID engines installed with factory parts. Headers will not work on vehicles equipped with power take off.

DISASSEMBLY:

1. Disconnect battery to avoid damage to electrical system.
2. Remove spark plugs (Number Wires), clutch linkage, exhaust manifolds, and air conditioning bracket.
3. Remove oil filter, dipstick and starter.

RIGHT SIDE:

1. Starting from below, work header up through chassis and into place.

NOTE: It may be necessary on some models to disconnect the front driveshaft. Also, on some models, the engine must be elevated slightly. Use a board between the oil pan and hydraulic jack.

2. Position header gasket and start all bolts, most restricted first. Tighten header bolts evenly.
3. Replace dipstick tube, starter, front driveshaft and motor mount bolt (if removed).

LEFT SIDE:

1. Starting from below, work header up through chassis and into position over exhaust ports. Position gasket and start all bolts, most restricted first. Tighten all bolts evenly.

NOTE: On some models, the clutch pedal stop may be bent forward approximately $\frac{1}{4}$ " for additional clearance at the lower end of the bellcrank. The free travel in the clutch will need to be re-adjusted after the clutch pedal stop is bent.

2. Replace spark plugs, clutch linkage, oil filter (if removed), oil dipstick tube, and all parts that have been removed or disconnected. (On some models, a shorter oil filter must be used).
3. Bolt street hook-up cones and connect to your muffler system.
4. Re-connect battery and check for proper clearance on all lines and linkage.
5. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises and after test drive, re-tighten all header bolts.

ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL ECONOMY WITH BETTER PERFORMANCE.

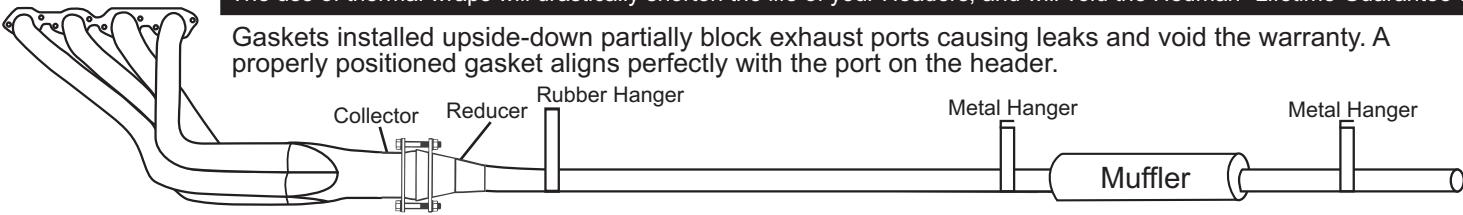
SPECIAL INSTRUCTIONS!

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".

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".

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.



WARNING: Removal of catalytic converters and other factory air pollution control devices is illegal. We recommend you adhere to your state's local laws. Our testing indicates performance is not significantly affected by these devices.