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APPLICATION FOOTNOTES

Footnotes refer to a specific part or application

FN #	Footnote
1	**Header Adapters** are used to bolt-up to an Exhaust System. Your header make and model will be required when ordering. Pre-fabricated Header Adapters: TTi designed adapters utilizing new unmodified Hooker, Headman, & Thorley Headers to mate with TTi exhaust systems. Precision tooling-fixtures are used to insure exact replication of each different adapter. Should your adapter not fit your header properly due to a manufacturing variation in your particular header, it will be necessary to modify the adapter to fit your particular header variation. ...more info Pre-fabricated header adapter set includes (2) 3-bolt gaskets & hardware. Universal Adapter Kit: If TTi does not have the correct Header Adapters for your header application or if you do not know what brand of headers your running, you will have to custom fabricate your own adapters from the headers to the H-pipe or X-pipe using our Universal Adapter Kit (Welding Required). ...fabrication illustration Universal adapter kit includes (2) Reducers, reducer gaskets, (2) 90 degree bends, hardware & fabrication instructions.
2	**Manifold Casting Numbers** will be required off of each manifold to ensure that you are supplied with the correct bend necessary for your application. Exception: Hemi numbers not required TTi exhaust pipes available to listed manifold casting numbers only ...manifold casting no's list
3	**Manifold Casting** #2863549 (340-360) will require a 90º Oil Filter Adapter, Mopar Performance Part #P5249624
4	**Muffler Hanger Body Brackets** will be required for 66-70 B-body and 70-74 E-body applications that are not equipped for a dual exhaust system or if the vehicle has been stripped of all mounting brackets. These brackets are mounted directly to the body panel behind the rear seat. The Muffler Hangers that are supplied with all TTi systems support the mufflers and bolt directly to the Muffler Hanger Body Brackets ...more info
5	**Dynomax Super Turbo Mufflers** are TTi's preference in combination with their exhaust systems ...muffler info We prefer the mild, deep throaty tone of these mufflers with less resonance noise inside car than other brands ...sounds of Dynomax TTi exhaust systems were designed using the following mufflers. Should you decide to use mufflers other than Dynomax modification may be required to the muffler slips, cutting & welding, for proper fit and alignment due to the muffler case length and width differences. Using mufflers longer than TTi systems were designed for will require shortening the outlet-end of the H-pipe or X-pipe. Using mufflers shorter will require adding additional material (Slip-connectors) to the inlet-end of the muffler ...Slip-connector info **2.5" Exhaust System designed using Dynomax Super Turbo Muffler...** Year / Body Style / Overall Length / Muffler No. 63-76 / A-body / 18.5" / 17733 62-74 / B-body / 25.5" / 17748 70-74 / E-body / 18.5" / 17733 65-73 / C-body / 25.5" / 17748 **3.0" Exhaust System designed using Dynomax Super Turbo Muffler...** Year / Body Style / Overall Length / Muffler No. 63-76 / A-body / 23" / 17793 62-65 / B-body / 23" / 17793 66-74 / B-body / 27" / 17769 70-74 / E-body / 23" / 17793 65-73 / C-body w/ 119" wheelbase / 23" / 17793 65-73 / C-body w/ 123" wheelbase / 27" / 17769 Note: TTi will not assume responsibility for mufflers meeting individual customer's preference or the specific sound ordinances in any city, county and/or state.
6	**Column Shift applications** - Due to various manufacturing designs, if your drivers-side stock straight torque shaft rod is mounted below the torsion bar, a TTi modified Torque Shaft Assembly will be required. The stock straight torque shaft rod passes directly through the space where the TTi header tubes or TTi exhaust pipe (to manifolds) must go. 71-74 B-body & 70-74 E-body applications: TTi Part #B7174TSA-7 (727 Trans) / TTi Part #B7174TSA-9 (904 Trans) ...more info 65-73 C-body: TTi Part #C6573TSA ...more info
7	[Blank]
8	**Shifter Linkage Reverse Rod:** 70-74 E-body applications equipped with a 4-speed Transmission will require a 70-72 style shifter linkage reverse rod to clear the TTi 2.5" or 3" H-pipe or X-pipe assembly. 70-72 style shifter reverse rod can be purchased thru Brewer's Performance Inc. - part #LR854

9	**Ceramic Coating Option** - Complete exhaust systems and exhaust component parts can be ceramic coated at an additional cost. We require a $100 non-refundable deposit for all Special Orders prior to the start of the coating process, the balance will be due upon completion. Please allow additional time for the coating process (4-5 weeks) ...Coating Options and Pricing
10	[Blank]
11	**Oil Pans** — **Street & Strip** — **Part Numbers** 318,340,360 Small Block[1] — Milodon — 30935, 30936, 30940, 30941 383,400,440 Big Block / 426,472,528 Hemi[2] — Milodon — 31010, 30930, 30931 5.7,6.1.6.4 Gen III Hemi — Milodon & Charlie's — 31000, Charlie's mid-sump [1] 340,360 Small Block: Milodon Road Race Oil Pan 31595 will clear the following headers: TTi340A, TTi340BE, TTi340A17835, TTi340BE17835. [2] 426,472,528 Hemi: Milodon Road Race Oil Pan 31580 will clear the following header: TTiHEMI625
12	**Fast-Ration Pitman & Idler Arm** Headers may not clear the arm, which is 3/4" longer than stock arm. Stock idler arm measures 5-1/4" from center to center.
13	Headers designed with adequate plug clearance for angled plugs.
14	If your cylinder head is not listed, TTi will not guarantee fit due to clearance issues, ie; Deck height, port locations or bolt pattern.
15	[Blank]
16	**Header Reducer Adapters** Apply light grease or oil to the inside of the mid-pipe slips and install the Reducer Adapter into the slips. Bolt directly to the 3-bolt header collector. In some cases the Reducer Adapter may require shortening.
17	**Warning - First Engine Runs** We strongly suggest that you use an old set of headers or set of cast iron manifolds for your first engine run / cam break-in. This will insure that you will not damage the coating and void the warranty of your new headers. Header coating damage usually occurs during the first engine run / break-in when the exhaust temperatures exceed 1200ºF. Excess exhaust temperatures are normally caused by excessively rich or lean air / fuel mixtures and / or incorrect ignition timing.
18	**E-body Rear Sway Bar** – 3" tailpipes may not clear factory / OEM style sway bars that are mounted above and forward of the rear axle. ...see illustration sheet 1112
19	We do not make any headers for the Early 392 Hemi blocks.
20	**Exhaust System Installations -** We recommend installing your exhaust system from the rear to the front, starting with the tailpipes and working forward towards the engine for proper fitment.
21	**63-66 A-body Applications** a. **Standard Trans:** The drivers-side casting ear will require trimming by 3/8" for header tube clearance ...see photo detail b. **90º Oil Filter Adapter Bolt:** Oil filter adapters are supplied with either a 3/4" or a 1-3/16" hex head mounting bolts. If your adapter came with the 1-3/16" bolt, modification will be required by machining bolt head to .175 thickness ...bolt detail
22	Some **Z-bars** may require modification to clear header.
23	**Torque Shaft Lever** - Applications with an Auto Transmission & Floor Shifter will require the adjustable swivel and the lower rod attached to the torque shaft lever to be re-positioned to clear the header collector ...modification illustration
24	**65-66 C-body 318 Poly** - Modification will be required to the engine mounts if the stock pitman arm or idler arm interferes with the header tube. By slotting holes 1/2 an inch, the engine can be moved toward the rear of the vehicle to achieve clearance of the header tube. The transmission mounts are normally slotted from the factory, but if they are not it will be necessary to slot the mounting holes as well ...modification illustration
25	**Brodix B1BS, Koffel's Original B1 or B1BS Sportsman cylinder heads** - We recommend using the following plugs & wires for adequate clearance when using these cylinder heads. NGK Spark Plugs 14mm thread, 19mm (3/4") reach, 5/8" (16mm) hex size / Street use: part # BKR5E,BKR6E, BKR7E / Race use: part # R5671A-7, R5671A-8, R5671A-9, R5671A-10. ACCEL Extreme 9000 wire set with 90º plug ends part #9000.
26	Due to the confusing W2 cylinder head part/casting number variations, use the following measurements to determine which header will fit your application ...see dimension illustration If the center bolt hole pattern spread measures 3-15/16" from the center of the left bolt hole to the center of the right bolt hole; you must use TTi340W2 Header. If the center bolt hole pattern spread measures 4-3/4" from the center of the left bolt hole to the center of the right bolt hole; you must use TTi340W2-178 Header. Dual Bolt Pattern Heads: Either header may be used.

27	**Borgeson Power Steering units** - Modification required to the mounting holes. The three (3) mounting holes must be elongated to .810" to allow the steering unit to be moved away from the engine for adequate clearance from the header tubes.
28	**Lakewood Bell-housing/Scattershield:** Modification required to the passenger-side bell-housing. A half-moon shaped notch will need to be ground down approximately 1/4" deep to clear the header tube.
29	**63-66 A-body applications** - Modification will be required to the stock transmission crossmember to accommodate a dual exhaust system ...modification illustration / modification request form
30	**63-66 A-body applications** - Installation of a dual exhaust system will require removal of the passenger-side emergency brake cable guide bracket ...see illustration
31	[Blank]
32	[Blank]
33	**Unisteer Rack & Pinion** - We have fit-checked all of our headers with the Unisteer Rack & Pinion steering system. The only header that will clear without any clearance issues is our 383 1-7/8" Header (part #TTi383-178). Note: TTi will not modify their production-run headers to fit your application when using a Unisteer Rack & Pinion. (Sorry)
34	Due to the 440 RB-engine (Raised-block) being 1/2" taller and a 1/2" wider than a 383/400 B-engine (Low-deck), the headers cannot interchange.
35	**62-65 B-body applications:** Re-routing the emergency brake cable is required for clearance when using our X-pipe assembly.
36	**3-section Throttle Rod** - Applications with a 3-section throttle rod will require modification to the bellcrank and the pivot shaft when installing listed Headers or Exhaust pipes ...see modification Illustration Headers: 1-3/4" and 2", Exhaust pipes: A25LE, E25LE3 and E30LE3
37	Headers fit with Schumacher Creative Services engine mounts or equivalent (OEM).
38	**67-76 A-body Applications** - Headers will not fit in a stock K-frame. A tubular K-frame, coil over suspension is required (without torsion-bars)
39	**FACTORY ENGINE LOCATIONS** All K-members are not identical and the dimensions must be checked to ensure proper fit of the headers or exhaust system. If the engine is not located correctly in the chassis our products will not fit properly. If necessary place shims[1] between the insulator assembly and the K-frame mounting pad to achieve the proper factory dimensions. [1]Shims: For small position adjustments for header clearance Shim Packs are available through Schumacher Creative Services of Seattle, WA. From the center of the crankshaft to the top of the K-frame the correct distance is (**A**). The engine is also offset towards the passenger-side (**B**). Measure from the center of the crankshaft to each frame rail, the difference should be (**C**).

Small Block	**A** (inches)	**B** (inches)	**C** (inches)
63-66 A-body	4-3/4	5/8	1-1/4
67-76 A-body	5-1/4	1-1/4	2-1/2
62-65 B-body	5-1/4	1-1/2	3
66-74 B-body	5-1/4	1-1/4	2-1/2
65-73 C-body	5-1/4	1-3/4	3-1/2
70-74 E-body	5-1/4	1-1/4	2-1/2
Big Block	**A** (inches)	**B** (inches)	**C** (inches)
67-76 A-body	5-1/4	1-1/4	2-1/2
62-65 B-body	5-1/4	1-1/2	3
66-74 B-body	5-1/4	1-1/4	2-1/2
65-73 C-body	5-1/4	1-3/4	3-1/2
70-74 E-body	5-1/4	1-1/4	2-1/2
426, 472, 528 Hemi	**A** (inches)	**B** (inches)	**C** (inches)
67-76 A-body	6	1	2
62-65 B-body	5-1/4	1-1/2	3
66-74 B-body	5-1/4	1-1/4	2-1/2
70-74 E-body	5-1/4	1-1/4	2-1/2
5.7L, 6.1L, 6.4L Gen III Hemi	**A** (inches)	**B** (inches)	**C** (inches)
67-72 A-body	5-5/8	1-3/8	2-3/4
73-76 A-body (w/spool mounts)	5-7/8	1-3/16	2-3/8
62-65 B-body (w/ spool mounts)	6-3/8	1-1/4	2-1/2
66-72 B-body	5-5/8	1-1/4	2-1/2
73-74 B-body (w/spool mounts)	6	1-1/4	2-1/2
70-74 E-body	5-3/8	1-1/4	2-1/2

40	This Header will not fit RB-engines using Indy-440SR or Indy-440-1 (Raised-block) cylinder heads.
41	**Column Shift applications** - To achieve column shift clearance, modification will be required to your shift linkage.
42	**Gen II Hemis** (426, 472, 528) - Hemi blocks with 440-RB mount ears will require modification to the casting on the driver-side. Approximately 3/8" of the material must be removed to clear the header tube and a fabricated steel mount will be required.
43	**Straight Spark Plugs** - Cylinder Heads with Straight Spark Plugs will require plug clearance in header tubes. Modification is done to our production-run headers upon request and prior to coating/plating. Please allow additional time for the modification and the coating process. Order Lead Time: 4-6 weeks Note: We require a $100 non-refundable deposit for all Special Orders prior to the start of modification. The balance will be due upon completion of your order. Plug Clearance Part #SP002 / Modification fee: $50.00
44	[Blank]
45	**Edelbrock Victor, Procomp or Stage6 Cylinder Heads** - Using these cylinder heads will require bending the passenger-side header slightly outward to clear the engine block. Modification is done to our production-run headers upon request and prior to coating/plating. Please allow additional time for the modification and the coating process. Order Lead Time: 4-6 weeks. Note: We require a $100 non-refundable deposit for all Special Orders prior to the start of modification. The balance will be due upon completion of your order. Passenger-side Cylinder Head Clearance Part #SP004 / Modification fee: $50.00
46	**67-76 A-body Applications with Stock Suspension** 383-400 B-engines using Edelbrock Victor, Procomp or Stage6 cylinder heads will fit with stock mounts to locate engine. However, mounts may require slight shimming[1] for proper header clearance. (Steering box and/or Centerlink) 440 RB-engines using Edelbrock Victor, Procomp or Stage6 cylinder heads will not fit with stock mounts. A Motor Plate will be required to locate engine. (Motor Plate eliminates engine movement and provides a positive method of locating the engine in the chassis) [1]Shims: For small position adjustments for header clearance Shim Packs are available through Schumacher Creative Services.
47	[Blank]
48	**Helpful hint to extend the life of your exhaust system:** Exhaust system corrosion will occur if moisture (condensation) is not cleared out of the exhaust system. Make sure the vehicle is driven at least 20 to 30 minutes when-ever the car is started to completely dry out all liquid/acid that is created by the combustion process in the engine. Failure to do so will cause pre-mature rotting of the exhaust, from the inside out.
49	**Cylinder Head Studs (B/RB-engines)** - Cylinder head studs may be used on the passenger-side (Right), however, TTi header tubes will not clear the cylinder studs below the #3, 5 and 7 cylinders on the drivers-side (Left). We recommend ARP bolts for clearance in these areas.
50	After proper alignment of the X-pipe assembly, we recommend welding the two width adjusting slip-connectors to the X-pipe.
51	**67-76 A-body with Manual Steering Box** - Position of the engine is extremely critical. We recommend moving the engine back 3/16" for additional clearance of stock manual steering box, pitman arm and idler arm. The three mounting holes in the steering box can be elongated to allow the steering box to be moved outboard for additional 1/8" clearance of the header tubes.
52	**Direct-drive Hemi Starter -** The old style direct-drive starter (Solenoid is on bottom of starter) will not fit with any of our headers.
53	**Keisler Tremec TKO-500/600 Transmission** - It is imperative that the output end of the tail shaft is in exactly the same position as the stock transmission output shaft for the headers to fit properly.
54	[Blank]
55	**A-body applications with Standard Transmissions** - For clearance issues using your stock Z-bar, a modified Z-bar may be required. Small block part #ZB340 ...see illustration Big Block part #ZB307 ...see illustration
56	**Gen III Hemis / 67-76 A-body & 62-65 B-body Applications** - Using our 5.7, 6.1, 6.4 Hemi Headers, a TTi Filter Blocking Plate[1] must be used in conjunction with a Remote Mount Oil Filter Kit[2]. Without a filter assembly, the oil flow to the engine will be blocked and will result in engine failure. [1]TTi Filter Blocking Plate - Part #FBP5761 ...see illustration [2]Remote Mount Oil Filter Kit available through Milodon - Part #21560 (Not available through TTi)
57	**Leaf-Springs Relocated** If your leaf springs have been moved in for added tire clearance, the following will be required to clear tailpipes.

	Applies to 62-76 A-body, 62-67 B-body and 65-73 C-body applications only. 1. Must use a fuel cell 2. Must use mufflers with the same side inlet & outlet to move tailpipe inward for clearance 3. Recommended mufflers: 2.5" Flowmaster Mufflers - Super 40 Series model #952549 2.5" Flowmaster Mufflers - 40 Series Delta Flow model #942544 3.0" Dynomax Mufflers – Ultra Flo part #17232 3.0" Flowmaster Mufflers - Super 40 Series model #953049 3.0" Flowmaster Mufflers - 40 Series Delta Flow model #943044 Note: TTi will not assume responsibility for mufflers meeting individual's tone preference or the specific sound ordinances in any city, county and/or state.
58	**Valve Covers** - Due to numerous valve cover designs, it will be necessary to measure the width of your valve covers. Our headers will clear the Cast aluminum & Stamped steel valve covers with the width dimensions of 4.065"-4.300". Some TTi headers will not clear the Fabricated / Welded aluminum sheet metal valve covers with the width dimension of 5.00". Modification will be required to the #1 or #2 (possibly both) header cylinder tubes for clearance. Modification is done to our production-run headers upon request and prior to coating/plating. Please allow additional time for the modification and the coating process. Order Lead Time: 4-6 weeks. Note: We require a $100 non-refundable deposit for all Special Orders prior to the start of modification. The balance will be due upon completion of your order. Plug Clearance - Part #SP001 / Modification fee: $50.00 ...more info
59	[Blank]
60	**Tubular K-frame coil-over suspensions** (without torsion-bars) - RMS Alterktion Coil-Over System by Reilly MotorSports Inc. and Tubular K-member, Coil-Over, and Rack & Pinion Suspension by Magnumforce Race Car Fabrication Inc.
61	**Gear Vendors Overdrive** - If you are using a Gear Vendors Overdrive, make sure our exhaust system will clear your application. 63-66 A-body: TTi H-pipe No, TTi X-pipe No 67-76 A-body: TTi H-pipe Yes, TTi X-pipe No 62-65 B-body: TTi H-pipe No, TTi X-pipe No 66-70 B-body: TTi H-pipe Yes, TTi X-pipe No 71-78 B-body: TTi H-pipe No, TTi X-pipe No 65-73 C-body: TTi H-pipe Yes, TTi X-pipe N/A 71-74 E-body[1]: TTi H-pipe Yes[1], TTi X-pipe No [1]A special designed H-pipe for E-body applications. When ordering it must be stated that you have a Gear Vendors Overdrive for us to supply the correct H-pipe.
62	**Gasket Material** - To complement our high quality headers, we use Interface Solution HTX-900 gasket material. A proven hi-performance exhaust gasket composite used extensively within the automotive high performance racing industry, where characteristics such as structural strength and high temperature load retention are required to withstand severe under-the-hood operating environments. HTX-900 is a high density non-asbestos fiber metal core composite specifically designed for exhaust manifold, header and collector gasket applications. (1/16" thick) Recommendation: Use a very thin layer of High-Temp Silicone Sealer on each side of gasket.
63	**Stage V Hemi Cylinder Heads** - To identify a Raised-port / Low-port Stage 5 cylinder head ...see photo
64	**Keisler Auto Trans** - Headers will not fit applications using the Keisler 4-speed automatic overdrive transmission.
65	**Tailpipes & Exhaust Tips** Using exhaust tip/extensions other than TTi's, may or will require modification. Modification will be required to the exhaust tip/extension inlet-end for diameters smaller than tailpipes (cutting, welding and/or swaging inlet-end for clamping). In most cases the tailpipes will require trimming for suitable exhaust tip/extension alignment. If your exhaust tip/extensions have the L-shaped hanger brackets welded to them, they must be removed (cut-off). Note: Hanger brackets are welded to most tailpipes. TTi Polished Exhaust Tip installation procedure... Sheet #306
66	**Hemi Exhaust Pipe Option** - We can install a Hot Air Tube nipple in the passenger-side exhaust pipe (head-pipe) for an additional $27.80 each. (Part #MISC-HT) ...see photo
67	**Gen III Hemis** (5.7, 6.1, 6.4) - Slight modification will be required to the #1 header tube to clear a factory low-mount air compressor ...see illustration
68	**5.7L Gen III Hemi** - If you are using a Tubular K-frame Coil-Over Suspension (without torsion-bars), you must use our TTi61HCA header. Note: The Passenger-side EGR port must be plugged when using the header designed for the tubular k-

	frame coil-over suspensions. Tap the hole and install a set screw to plug it.
69	[Blank]
70	**Exhaust Tips / Extensions** - Recommended tips installation procedure ...see instructions
C0	**Raw** (Bare Mild Steel) - Carries no warranty other than to be free from defects at the time of purchase prior to installation only. Under no circumstance will we replace, repair or refund headers purchased "Raw". High-temp paint is recommended upon receiving headers. Extra care is always required to keep mild steel pipes from rusting. Note: This footnote does not apply to Stainless Steel Headers and Exhaust Systems.
C1	**Nickel Chrome Plated** (exterior) - A bright and shiny decorative chrome finish. Exhaust components which are chrome plated are much more susceptible to bluing, blistering, peeling and corrosion due to under hood temperatures. This process carries no warranty other than to be free from defects at the time of purchase prior to installation only. Note: Exhaust corrosion will occur if moisture (condensation) is not cleared out of the tubes. Make sure that the vehicle is driven at least 20 to 30 minutes whenever the car is started to completely dry out all liquid / acid that is created by the combustion process in the engine. Failure to do so will cause pre-mature rotting of the tubes from the inside out.
C2	**Ceramic Coating** (exterior) - A silver matte finish applied to the steel surface to protect against rust, corrosion and withstands temperatures up to 1200°F. Exceeding this temperature will result in discoloration of the tubes coming out of the ports. Note: Exhaust corrosion will occur if moisture (condensation) is not cleared out of the tubes. Make sure that the vehicle is driven at least 20 to 30 minutes whenever the car is started to completely dry out all liquid / acid that is created by the combustion process in the engine. Failure to do so will cause pre-mature rotting of the tubes from the inside out. Warning: First Engine Runs - We strongly suggest that you use an old set of headers or set of cast iron manifolds for your first engine run / cam break-in. This will insure that you will not damage the coating and void the warranty of your new headers. Header coating damage usually occurs during the first engine run / break-in when the exhaust temperatures exceed 1200ºF. Excess exhaust temperatures are normally caused by excessively rich or lean air / fuel mixtures and / or incorrect ignition timing. 2-Year Limited Ceramic Coating Warranty
C3	**Polished Ceramic Coating** (exterior) - An appealing silver high-luster finish applied to the steel surface to protect against rust, corrosion and withstands temperatures up to 1200°F. Will not discolor or blue if temperature is not exceeded. Note: Exhaust corrosion will occur if moisture (condensation) is not cleared out of the tubes. Make sure that the vehicle is driven at least 20 to 30 minutes whenever the car is started to completely dry out all liquid / acid that is created by the combustion process in the engine. Failure to do so will cause pre-mature rotting of the tubes from the inside out. Warning: First Engine Runs - We strongly suggest that you use an old set of headers or set of cast iron manifolds for your first engine run / cam break-in. This will insure that you will not damage the coating and void the warranty of your new headers. Header coating damage usually occurs during the first engine run / break-in when the exhaust temperatures exceed 1200ºF. Excess exhaust temperatures are normally caused by excessively rich or lean air / fuel mixtures and / or incorrect ignition timing. 2-Year Limited Ceramic Coating Warranty
C4	**Ceramic Coating with a Thermal Barrier** - A silver matte finish applied to the steel surface to protect against rust, corrosion and withstands temperatures up to 1200°F. Exceeding this temperature will result in discoloration of the tubes coming out of the ports. The thermal barrier is a protective inside coating which increases part longevity by reducing under-hood temperatures by 50 degrees protecting component parts from thermal fatigue. Note: Exhaust corrosion will occur if moisture (condensation) is not cleared out of the tubes. Make sure that the vehicle is driven at least 20 to 30 minutes whenever the car is started to completely dry out all liquid / acid that is created by the combustion process in the engine. Failure to do so will cause pre-mature rotting of the tubes from the inside out. Warning: First Engine Runs - We strongly suggest that you use an old set of headers or set of cast iron manifolds for your first engine run / cam break-in. This will insure that you will not damage the coating and void the warranty of your new headers. Header coating damage usually occurs during the first engine run / break-in when the exhaust temperatures exceed 1200ºF. Excess exhaust temperatures are normally caused by excessively rich or lean air / fuel mixtures and / or incorrect ignition timing. 2-Year Limited Ceramic Coating Warranty
C5	**Polished Ceramic Coating with a Thermal Barrier** - An appealing silver high-luster finish applied to the steel surface to protect against rust, corrosion and withstands temperatures up to 1200°F. Will not discolor or blue if temperature is not exceeded. The thermal barrier is a protective inside coating which increases part longevity by reducing under-hood temperatures by 50 degrees protecting component parts from thermal fatigue. Note: Exhaust corrosion will occur if moisture (condensation) is not cleared out of the tubes. Make sure that the vehicle is driven at least 20 to 30 minutes whenever the car is started to completely dry out all liquid / acid that is created by the combustion process in the engine. Failure to do so will cause pre-mature rotting of the tubes from the inside out. Warning: First Engine Runs - We strongly suggest that you use an old set of headers or set of cast iron manifolds for your first engine run / cam break-in. This will insure that you will not damage the coating and void the warranty of your new headers. Header coating damage usually occurs during the first engine run / break-in when the exhaust temperatures exceed 1200ºF. Excess exhaust temperatures are normally caused by excessively rich or lean air / fuel mixtures and / or incorrect ignition timing. 2-Year Limited Ceramic Coating Warranty
C6	