

This Instruction sheet is intended to provide assistance during installation of headers. For more detailed information and fitment recommendations for your specific application, please reference our website at www.ttiexhaust.com



TTI Performance Exhaust and Headers
Tube Technologies, Inc.
Corona, California 92880-1726
Product Info / Technical Help (951)371-4878
Phone Hours: Monday - Friday
8:00am - 4:00pm (Pacific Time)

INSTALLATION INSTRUCTIONS

Part No. TTI57HC


Due to the numerous engine configurations and suspension combinations, TTI cannot ensure headers and exhaust to fit all combinations, however we have done our best to accommodate both factory and aftermarket component combinations. (e.g., Engine blocks, cylinder heads, starters, valve covers, etc.)


>>> TAKE TIME TO READ THE INSTALLATION PROCEDURES BEFORE STARTING

WARNING !!!

We strongly suggest that you use an old set of headers or a set of cast iron manifolds for first engine runs / cam break-ins to avoid coating damage. Excessive heat damage to the ceramic coating will void all warranties.

Header coating damage usually occurs during the first engine run when the exhaust temperatures exceed 1200°F. Excess exhaust temperatures are normally caused by excessively lean or excessively rich air/fuel mixtures and/or incorrect ignition timing.

 **Please take all under car safety precautions when installing headers, including eye protection.** When raising vehicle, use an appropriate lifting device and place on jack stands as a safety measure. Caution! Bumper jacks are intended for emergency use only and should not be used to support vehicle.

 **First check your Engine Location** - K-members are not all identical and the dimensions must be checked to ensure proper fit. Check your engine location prior to installation of your TTI Headers. TTI Headers were designed to fit with the engines located to the factory specifications. If the engine is not located correctly in the chassis, the headers will not fit properly. If necessary, place shims between the insulator assembly and the K-frame mounting pad to achieve the proper dimensions. Shim kits and engine mount insulators can be purchased from Schumacher Creative Services of Seattle, WA (206)364-7151.

- **62-65 B-body - 5.7 / 6.1 / 6.4 Hemi Crate applications:** From the center of the crankshaft to the top of the K-frame, the correct distance is 5-1/4+. The engine is also offset towards the passenger-side. Measure from the center of the crankshaft to each frame rail. The difference should be 3+.
- **67-76 A-body / 66-74 B-body / 70-74 E-body - 5.7 / 6.1 / 6.4 Hemi Crate applications:** From the center of the crankshaft to the top of the K-frame, the correct distance is 5-5/8+for A-bodies (5-7/8+ with spool mounts) and 5-3/8+for B&E-bodies (6+ with spool mounts). The engine is also offset towards the passenger-side. Measure from the center of the crankshaft to each frame rail. The difference should be 3-1/4+for A-bodies and 2-1/2+for B&E-bodies.

INSTALLATION:

1. Disconnect the negative cable from the battery terminal.
2. Raise the front of the vehicle with an appropriate lifting device and place on jack stands.
3. Remove the cast iron manifolds. If you are installing the complete TTI Exhaust System, then remove and discard your entire stock exhaust system, including hangers.
4. Remove the starter. Drivers-side, A-body only, remove the torsion bar and raise the engine approximately 1 1/2+. Check the sealing surface of the exhaust ports to insure that they are clean and slip the header into position. Lower the engine and fasten to the mount. We recommend Schumacher Creative Services of Seattle, WA (206) 364-7151 for new rubber mount insulators. Position the supplied header gasket into place and bolt the header to the cylinder head with the supplied bolts. Tighten the center bolts first then the end ports. Torque the bolts to 25 lbs. evenly to insure a proper seal.

Recommendation when installing header gaskets: Use a very thin layer of High-Temp Silicone Sealer on each side of gasket.

- Reinstall the torsion bar by reversing the disassembly procedure. Be extremely careful to re-install all nuts, bolts and pins that were removed.
- Install the starter and connect the wiring. Adjust the wiring to insure that there is absolutely no contact with the header. Due to variations in the routing of brake lines, it may be necessary to re-position a brake line and or proportioning valve to achieve adequate clearance from a header tube. A minimum clearance of 1/2+from a header tube is required.

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5. Passenger-side Header: Check the sealing surface of the exhaust ports to insure they are clean. Insert the header into position from under the car. Place the supplied header gasket into position and attach with the supplied header bolts. Tighten the center bolts first then the end ports. Torque the bolts to 25 lbs. evenly to insure a proper seal. Install the oil filter.
6. Attach the adapter / reducers to the header collectors with the nuts, bolts and gaskets provided. The adapter / reducers are 9+long and may need to be shortened for your application.
7. Re-connect the negative battery cable.
8. Now that your headers are installed, wipe down the tubes with hot soapy water or an environmentally safe Orange Cleaner Degreaser and a soft cloth to remove any grease or skin oils (finger prints) from the header tube surface. Never use abrasive cleaners.
 - To insure years of service from your ceramic-coated headers, it is suggested to follow our Header Care and Preventive Maintenance procedures.
9. Start the engine and check for leaks.

Re-torque all of the header bolts after approximately 50 miles of driving

Coupled with a TTI Exhaust Systems these headers become even more efficient!

Qty.	Parts List
(2)	Header Gaskets
(12)	Header Bolts
(2)	Header Reducer Adapters
(2)	3-bolt Collector Gaskets
(6 sets)	Reducer Adapter Hardware (3/8+bolts, nuts & washers)