



1555 Consumer Circle
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INSTALLATION INSTRUCTIONS

For 440 C-body Headers

1-7/8" O.D. primary tube headers with 3" collectors

PART NO. C6573-440178C4 (Ceramic Coated with a Thermal Barrier inside)
C6573-440178C5 (Polished Ceramic Coated with a Thermal Barrier)

NOTE: Ceramic Coating is a matte silver finish.

- Fits: 1965-1973 C-body models
- 440 RB-engines
 - will not fit RB-engines with Indy 440SR heads
- Fits with Stock heads, Edelbrock Aluminum Cylinder heads and Stage 5 heads
 - will not fit B1 heads
- Clears Stock starter or High Torque small starter
- Clears Manual or Power Steering
- Clears Power Brakes and A/C
- Clears Automatic or Standard Transmission
- Floor Shift or Column Shift
 - Column shift will require a modified Torque Shaft Assembly - Sold separately (Sheet #SHTC6573TSA)
- Clears stock steering linkage
 - Will not clear the quick-ratio extended length pitman arm and idler arm

ATTENTION: Make sure your engine is located to factory specs

TTI's 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. Use the following dimensions to check your engine location before installing your headers. 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 toward the passenger-side. Measure from the center of the crankshaft to each frame rail. The difference should be 3-1/2". If necessary place shims between the insulator assembly and the K-frame mounting pad to achieve the proper dimensions. With the engine mounted in the correct location the headers will fit properly.

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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. Disconnect the plug wires and remove all of the spark plugs. Remove the cast iron manifolds and the stock exhaust pipes. If you are installing the complete TTI Exhaust System, then remove and discard your entire stock exhaust system, hangers included.
 4. Disconnect the electrical cables to the starter and remove the starter motor. Drain the engine coolant into a suitable container before removing the exhaust studs in the cylinder heads.
 - **Note:** The headers can be secured with the stock studs or with header bolts. If using studs the 2nd stud from the front must be shortened on both sides by 1/4" for tube clearance and the passenger-side torsion bar should be removed to install the header when using studs to secure the header.
 5. Standard Shift Only: Disconnect and remove the Z-bar. The Z-bar will be reinstalled after the header is in place. Remove the oil stick tube.
 6. Now is a good time to check the condition of your engine mounts. If they are worn or deteriorated, replace them now. When the engine is mounted correctly the headers will fit correctly.
 7. Passenger-side Header: Remove the passenger-side engine mount nuts and raise the engine up approximately 1 1/2". Use a block of wood between the oil pan and the floor jack. Turn the steering wheel to the full left position. Check the sealing surface of the exhaust ports to insure they are clean and free of any foreign material. Place the supplied

header gasket into position on the studs. Insert the header into position from under the car. Use the original studs and nuts or the provided header bolts to secure the header to the cylinder head. Place the supplied header gasket into position and start all of the header bolts. Tighten the center bolts first then the end ports. Torque the bolts evenly to 35 lbs. to insure a proper seal.

- **Note:** Removing the passenger-side torsion bar allows the installation of the passenger-side header with less difficulty.

8. **Drivers-side Header:** Remove the drivers-side engine mount nuts and raise the engine up approximately 1-1/2". Use a block of wood between the oil pan and the floor jack. Turn the steering wheel to the full right position. Check the sealing surface of the exhaust ports to insure that they are clean and free of any foreign material. Place the supplied header gasket into position on the studs. Insert the header into position from under the car. Before fastening the header to the cylinder head, place the starter motor into position and tighten the fasteners. Now, lower the engine back down on the K-frame and re-install the engine mount nuts. Secure the header to the cylinder head. Use the original studs and nuts or the provided header bolts. Tighten the center bolts first then the end ports. Torque the bolts to 35 lbs. to insure a proper seal.
 - Connect the wiring to the starter. 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 to achieve adequate clearance from a header tube. A minimum clearance of 1/2" from a header tube is required.
 - Insert the oil stick tube between the header flange plate and the #1 header tube. Slight bending may be required for proper fit.
 - Re-install the clutch Z-bar at this time.
9. Attach the adapter / reducers to the header collectors with the nuts, bolts and gaskets provided. Adapter / Reducers are S-bends, marked Left & Right and may need to be shortened for your application.
10. Re-install the spark plugs, wires and engine coolant. Re-connect the negative battery cable.
11. 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. Dry thoroughly to prevent any moisture that may cause discoloration build-up on coatings. (It is normal for Chrome plated headers to discolor almost immediately after firing-up engine)
 - Periodic preventative maintenance is recommended.
12. Start the engine and check for leaks.

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

To complete the rest of your exhaust system installation, we highly recommend the use of our TTI Performance Exhaust Systems. The 2-1/2" or 3" O.D. kits will bolt directly to the TTI Headers. Our exhaust systems come complete with all hardware and all new hanger assemblies. They are manufactured with aluminized tubing and are mandrel bent by the latest technology CNC tube benders insuring precision fit on every installation.

Headers supplied with:

- (12) 3/8" 16x1" Header Bolts
- (2) Header Gaskets (taped to inside of box)
- (2) Reducers

Reducer kit Includes:

- (2) 3" - 3-bolt 1/16" Reducer Gaskets
- (6) 3/8" - 16 x 1-1/4" Reducer Bolts
- (6) 3/8" - 16 Nuts
- (6) 3/8" Split lock washers

tti **Tube Technologies, Inc.**
Performance Exhaust

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