



## PRO-MOD STYLE "BUILD-IT-YOURSELF" HEDDER KIT

## CONSTRUCTION GUIDE

For use with  
#68900 & 68930



Thank you for purchasing a Hedman Heddners PRO-MOD Style Hedder Kit. Our kits are designed with you, the customizer, in mind. The kit's flexible design allows you to personalize them to fit your vehicle's clearance requirements and your personal design taste. This guide provides basic construction tips, and there are many ways to construct these Pro-Mod headers. The procedures outlined below should not be interpreted as the only way to fabricate these Hot Rodz Headers.

While this kit comes complete with all the components necessary to produce the ultimate set of PRO-MOD style heddners, it does require moderate fabrication and welding experience. If you do not feel comfortable performing any of the procedures this project requires, we suggest you seek the assistance of a metal fabrication professional.

**STEP 1:** With the engine in its final position in the vehicle, bolt one of the supplied header flanges to your engine's head. We recommend fully completing the mock-up process for one side of your heddners before moving to the other side.

**STEP 2:** Starting with the #1(front most) tube, determine how far out you would like your header tubes to protrude, then mark and cut the straight section of the tube where it will be attached to the header flange. The distance will be unique to each vehicle. Once the tube is cut, the end that gets welded to the head flange must be reshaped to fit inside the flanges oval port. To do this, hold the #1 tube up against the header flange port at the precise angle you would like the tube to hang, then, draw a line on the tube with a marker that identifies the top center of the tube. It is important to make certain the tube is in the proper position before making this mark. The position of this #1 tube determines the position of all the tubes, and ultimately effects the final look of your headers. Once the tube is marked, place the tube in a vice with the mark you made centered between the vice jaws. Gently tighten the vise jaws until the tube's end reshapes to match the oval port in the header flange. Once the tube has been formed to match the port, and you are satisfied with the tube's length and angle, tack weld tube #1 in position.

**STEP 3:** Depending on your preference and clearance requirements, the lower end of the tube where the exhaust exits can be cut to the desired size or angle. The ends can be staggered (*see photo*), or cut straight across. The choice is up to you.

**STEP 4:** Repeat the previous steps on tubes 2 through 4. It is recommended that you cut and finish the lower end of each tube before tack welding it to the header flange.

**STEP 5:** Once all of the tubes have been tacked to the header flange, two support braces are to be cut to fit and welded on each header. One brace needs to be located on the down tubes, while the other brace is welded to the bottom, outward tubes. This kit provides a total of four braces. Two for each side.

**STEP 6:** After fabrication is complete on the first side of your heddners, proceed to the other header, using the first side as a template to ensure both sides match. Once both headers are tack welded and you are satisfied with how they look on the vehicle, both sides may be finish welded.



To ensure a proper seal, and to prevent exhaust leaks, install your newly built heddners using the Hedman Heddners gaskets included with this kit only, and a copper gasket sealant spray.

### A NOTE REGARDING HEDDER COATINGS

Depending on the final look your are trying to achieve, you may decide to have your Hot Rodz coated using one of the many hi-temp coatings available. Unless you are installing your Hot Rodz on a rat rod, and you want to achieve a distressed look, coating is recommended to protect your heddners against corrosion. If you coat your heddners using a silver or chrome colored coating, it is recommended that the newly coated heddners not be run on a new engine, before the engine has been broken-in. The excessively high exhaust temperatures of a new engine during break-in will damage the coating. We suggest that cast iron manifolds or an old, unused set of heddners be installed during break-in, and closely adhere to the coating manufacturer's instructions.