



INSTRUCTION SHEET

PART #61278, 66271, 66277 67278, 68271, 68277

1967-79 Buick, Chevy, Pontiac
Passenger Cars with SB 283-400

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:

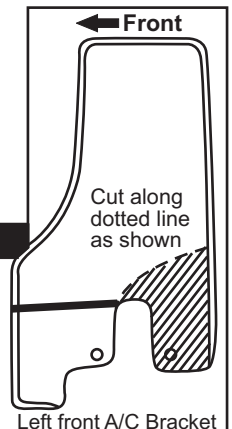
1. Disconnect battery and all wires to temperature sending units.
2. Number wires and remove all spark plugs, factory manifolds, clutch cross-shaft, and if necessary, the starter.

LEFT SIDE: (If equipped with A/C, see Air Conditioning section below)

3. Apply a thin layer of a spray copper gasket sealant to both sides of a gasket. Place gasket in position on head, and install left header from below. Hand tighten all bolts. **DO NOT TIGHTEN BOLTS AT THIS TIME!**
4. Replace clutch cross shaft.
5. Tighten all header bolts evenly, starting with the easiest first.

RIGHT SIDE:

6. Apply a thin layer of a spray copper gasket sealant to both sides of a gasket. Place gasket in position on head, and install right header from below. Hand tighten all bolts. **DO NOT TIGHTEN BOLTS AT THIS TIME!**
7. If the starter was removed, reinstall it now.
8. Tighten all header bolts evenly, starting with the center and working outward.
9. Bolt the header reducers to the header collectors.
10. Measure and cut the factory exhaust pipes so that the exhaust system can be properly welded to both the left and right side header reducers.
11. Weld both header reducers to the newly cut exhaust system.
12. Ensure all electrical, fluid and emissions components are reconnected, and inspect that you have proper clearance for all fuel, brake lines and any shift linkage.
13. Affix the provided E.O. Sticker to the underside of the hood, or other location easily visible to the emissions technician.
14. Replace and reconnect the battery and all other parts previously removed or disconnected.
15. Start engine, test drive vehicle, and allow the engine to gain normal operating temperature. Check for leaks and new or unusual noises. After test driving, allow engine to cool and re-tighten all header bolts.



VEHICLES EQUIPPED WITH AIR CONDITIONING

When you remove the stock bracket (late model rotary type compressor short) see diagram to the right. This shows you how to cut the stock bracket away at the second hole location to clear the header tube for a clean installation. You will have sufficient strength when using the front hole with a simple spacer equal to the thickness of the original cast iron manifold that was removed. You will need to mount the air-conditioner bracket and the power steering bracket to the same bolt with spacer. When your vehicle is equipped with a long round type (piston type) air conditioning compressor unit, you may have to use Hedman air conditioner bracket part #20110, which can be purchased at your local dealer.

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".

PROPER SUSPENSION OF YOUR ENTIRE EXHAUST SYSTEM IS EXTREMELY IMPORTANT!

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".

