



INSTRUCTION SHEET for PART # s 68540, 68543, 68546

ENGINE SWAP HEADERS GM 4.8, 5.3, 6.0L LS ENGINE into 64-67 GM A-BODY, 82-04 2WD S10/S15

PLEASE READ BEFORE STARTING INSTALLATION!

■ To ensure the LS engine location in the recipient vehicle is compatible with these headers, it is recommended that the following TRANS-DAPT Engine Mount Kits be used:

1982-04 S10/S15 2WD: mount kit #4516

64-67 GM A-BODY:

CHEVY Models- Mount kit #4592 (with rubber pads) or #4582 (polyurethane pads)

PONTIAC/OLDS/BUICK Models- Mount kit #4592 (with rubber pads) or #4582 (polyurethane pads), ALSO require #9596 Frame Adapters

■ These engine swap headers are designed for a custom, non-factory engine/chassis configuration. Since every project will vary, installation steps will vary as well. This instruction sheet should be used as a general guideline for safely installing the headers.

■ Do not bend, bang, cut, dent, drill or heat any portion of these headers! Damaged headers are non-returnable, and any alteration other than those suggested in this instruction sheet will void the Hedman Lifetime Guarantee!

■ Install these headers using the Hedman Headers gaskets included in this kit. For additional protection against leaks, we suggest the application of a quality copper gasket spray adhesive (not included) before installing.

CAUTION!

SAFELY RAISE THE VEHICLE AT LEAST 36 INCHES FROM THE GROUND AND SOLIDLY SUPPORT THE VEHICLE USING JACK STANDS. NEVER WORK BENEATH A VEHICLE THAT IS NOT PROPERLY SUPPORTED BY JACK STANDS WITH SUFFICIENT LOAD CAPACITY, **DO NOT USE A BUMPER JACK!**

INSTALLATION INSTRUCTIONS:

REMOVAL:

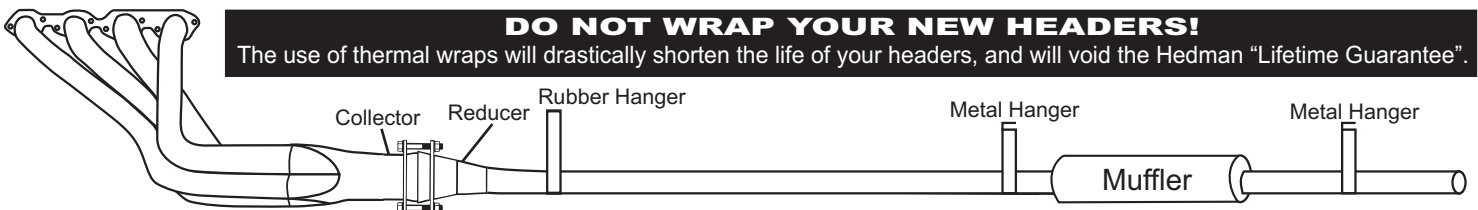
1. Disconnect battery and all wires to temperature sending units.
2. Disconnect plug wires, remove all the spark plugs
3. Unbolt the both left and right side factory manifolds from the engine and remove. Disconnect exhaust system, if attached.
4. Thoroughly clean the exhaust gasket flange on the head.
5. If shift linkage is installed, it may need to be removed to allow clearance for installation the driver's side header.

INSTALLATION:

6. Apply a thin layer of a copper gasket spray to both sides of a gasket and allow to dry.
7. Using a header bolt in the front and rear most bolt holes. install the header on to the head. Only turn the header bolts enough to grab a couple of threads and hold the header on.
8. The front and rear bolt holes on Hedman's LS gaskets act as hooks. Pull the header flange away from the head and carefully slip the header gasket between the header and head, resting the gasket on the two end bolts. Install the remaining header bolt into the inner bolt holes. make sure the gasket is properly aligned on the header flange. Tighten all header bolts, beginning with the inner bolts and moving outward. Torque all header bolts to 25-30 ft lbs.
9. Reinstall any shift linkage components, if removed to provide clearance.
10. Repeat steps 6 through 8 for the right side header.
11. Bolt the header reducers (exhaust system adapters) provided with the headers to the header collectors.
12. 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.
13. Weld both header reducers to the newly cut exhaust system.
14. Replace and reconnect the battery and all other parts previously removed or disconnected.
Make special notice to have proper clearance from all fuel lines, brake lines, shift linkage, or any moving components.
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.

SPECIAL INSTRUCTIONS!

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".



WARNING: Removal of catalytic converters and other factory air pollution control devices is illegal. We recommend you adhere to your state's local laws. Our testing indicates performance is not significantly affected by these devices.