



# INSTRUCTION SHEET PART # 68600, 68606, 68608, 62600 & 62606. W/ A.I.R # 68601, 66601, 61608 68620, 68626 1964-87 SB CHEVY ENGINES (283-400)

**CAUTION!** This is a custom designed exhaust header for Chevrolet Small block systems. Please check catalog for a complete application listing. 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 Hedderts exhaust gaskets ONLY and a spray copper gasket sealant.

## BEFORE STARTING INSTALLATION:

If vehicle has Air Conditioning, additional parts may be required to complete install. Read A/C section below before starting. 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 unit and oil dipstick tube.
2. Remove all spark plugs (Number Wires), factory manifolds, stock head pipes and air cleaner assembly.
3. If vehicle is equipped with A.I.R. air Pump system disconnect at this time!

### LEFT SIDE: (If equipped with A/C, see "IF EQUIPPED WITH A/C" below)

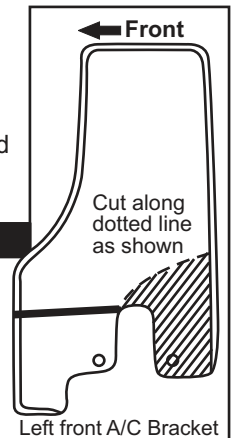
4. With gaskets in place, install left header from below, starting all bolts. **DO NOT TIGHTEN BOLTS AT THIS TIME!**
5. Re-route brake lines, hoses, etc., making sure that there is adequate clearance. Tighten all hedder bolts evenly, starting with the easiest first.

### RIGHT SIDE:

6. With gaskets in place, from top, install header and start all header bolts and tighten evenly. With A/C, install from below.
7. With the reducers in place, cut factory exhaust pipes so that the system may be secured by welding the exhaust system to the right and left side header reducers.
8. Replace and reconnect battery and all other parts previously removed or disconnected. Make special notice to have proper clearance of all fuel, brake lines and any shift linkage.
9. If applicable, replace air pump system to A.I.R Log installed on headers at this time.
10. Install the E.F.E. Valve or heat riser to the end of the header (right side) using adapter supplied.
11. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises. After test drive allow engine to cool and re-tighten all header bolts.

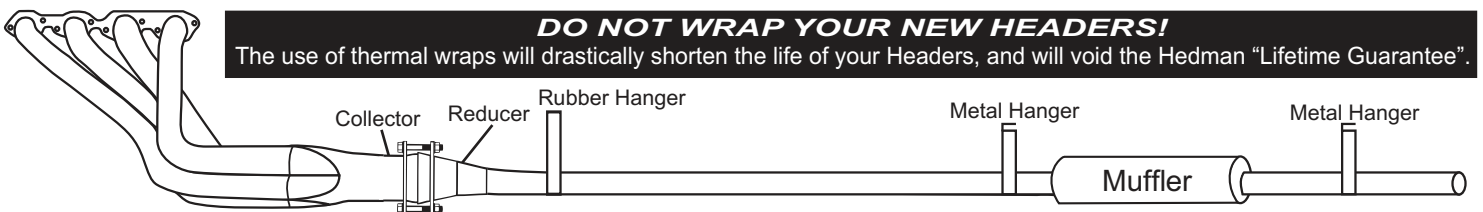
## VEHICLES EQUIPPED WITH AIR CONDITIONING

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.



## 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".



**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.

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