



# SMALL BLOCK CHEVY

**NOTE: THIS INSTRUCTION SHEET COVERS A VARIETY OF SB CHEVY INSTALLATIONS**

1967-91 Vehicles: Part# 69090 & 69230 may require removal of Rubber Snubber mounted on right side frame rail w/ 3bolt bracket, to complete installation.

**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!**

### BEFORE STARTING INSTALLATION:

- ▶ Install hedders using the Hedman Hedder gaskets included in this kit. For additional protection against leaks, we suggest the application of a quality copper gasket spray adhesive (not included).
- ▶ If vehicle has Air Conditioning, additional parts may be required to complete install. Read the A/C section below before starting.
- ▶ These exhaust hedders are designed to fit a variety of Small Block Chevy applications. Do not bend, bang, cut, dent, drill or heat any portion of this hedder! Any alteration other than those suggested in this instruction sheet will void the Hedman Lifetime Guarantee!

### INSTALLATION INSTRUCTIONS:

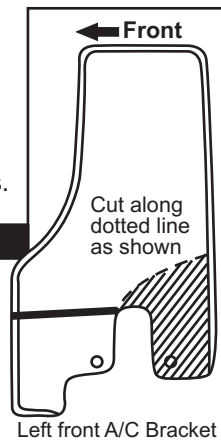
1. Disconnect battery and all wires to temperature sending units.
2. Number wires and remove all spark plugs, factory manifolds, clutch cross-shaft and if necessary the starter.

**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 easiest first.
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. Replace and reconnect the 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.
13. 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.



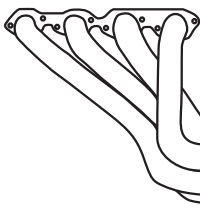
### VEHICLES EQUIPPED WITH AIR CONDITIONING

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.

**ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL EFFICIENCY WITH BETTER PERFORMANCE.**

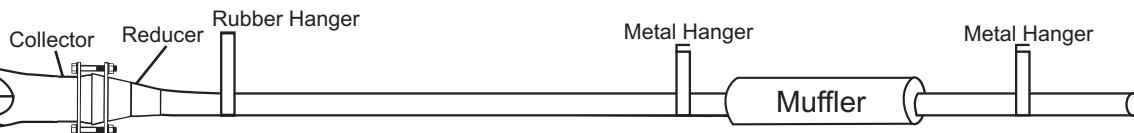
### SPECIAL INSTRUCTIONS!

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".



### 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".



**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.

**Danchuk # 13230 PRODUCT SPECIFICATIONS**  
**(PLEASE REVIEW THE FOLLOWING PRODUCT SPECIFICATIONS & FOOTNOTES THOROUGHLY)**

<b>TUBE DIAMETER</b>	1-5/8 in.
<b>TUBE STYLE</b>	Mid-Length
<b>COLLECTOR STYLE</b>	Ball and Socket Style (Gasketless)
<b>AIR CONDITIONING</b>	Yes
<b>AUTOMATIC TRANSMISSION - COLUMN</b>	No
<b>AUTOMATIC TRANSMISSION - FLOOR</b>	Yes
<b>MANUAL TRANSMISSION - COLUMN</b>	No
<b>MANUAL TRANSMISSION - FLOOR</b>	Yes
<b>COLLECTOR ATTACHMENT</b>	3 in.
<b>COLLECTOR SIZE</b>	3 in.
<b>REDUCER OUTLET SIZE</b>	2-1/2 in.
<b>EXHAUST SYSTEM DIA</b>	2-1/2 in.
<b>CONTENTS</b>	Header(s), new bolts, gasket(s) to head, reducer(s) and hardware, instructions
<b>E.O. #</b>	No
<b>EMISSIONS NOTES</b>	NOT LEGAL FOR STREET USE ON '75-LATER MODEL YEARS! Legal for off-road use only.
<b>FINISH</b>	HTC Polished Silver Ceramic-Metallic
<b>FINISH TYPE</b>	HTC SILVER (polished) Ceramic-metallic Coating
<b>FLANGE STYLE</b>	Standard
<b>FLANGE THICKNESS</b>	0.25 in.
<b>HEADER PORT SHAPE</b>	Round
<b>HEADER STYLE</b>	Mid-Length Tube

<b>NOTES</b>	<i>55-57 Chev. Pass. Car 283-400</i>
<b>KEY FEATURE</b>	<i>Engine Swap</i>
<b>PORT SHAPE</b>	<i>Round</i>
<b>POWER STEERING</b>	<i>Yes</i>
<b>MATERIAL</b>	<i>Mild Steel</i>
<b>TUBE DESIGN</b>	<i>MID-LENGTH</i>
<b>TUBE LENGTH</b>	<i>Mid-Length Tubes</i>
<b>TUBE MATERIAL THICKNESS</b>	<i>16g</i>
<b>TUBE SIZE</b>	<i>1-5/8 in.</i>
<b>VARIATIONS</b>	<i>68260</i>
<b>WITH A.I.R. SYSTEM</b>	<i>No</i>
<b>WITH EGR</b>	<i>No</i>
<b>WELD-UP</b>	<i>No</i>
<b>TUNED</b>	<i>No</i>
<b>BOLTS/STUDS INCLUDED</b>	<i>Yes</i>
<b>CATALYTIC CONVERTER(S) INCLUDED</b>	<i>No</i>
<b>COLLECTOR BOLTS INCLUDED</b>	<i>Yes</i>
<b>CROSSOVER PIPE INCLUDED</b>	<i>No</i>
<b>GASKET OR SEAL INCLUDED</b>	<i>Yes</i>
<b>INSTALLATION HARDWARE INCLUDED</b>	<i>Yes</i>
<b>MOTOR MOUNTS (INCLUDED)</b>	<i>No</i>
<b>MOUNTING HARDWARE INCLUDED</b>	<i>Yes</i>
<b>REDUCERS INCLUDED</b>	<i>Yes</i>
<b>TRANSMISSION MOUNT/ CROSSMEMBER (INCLUDED)</b>	<i>No</i>

<i>Y-PIPE INCLUDED</i>	<i>No</i>
<i>QUANTITY</i>	<i>Sold as a pair.</i>
<i>PRIMARY TUBE GAUGE</i>	<i>16g</i>
<i>PRIMARY TUBE DIAMETER (IN)</i>	<i>1.625"</i>
<i>PACKAGE CONTENTS</i>	<i>Set of Headers, mounting hardware and gaskets</i>
<i>HEADER MATERIAL</i>	<i>Mild Steel</i>
<i>HEADER FINISH</i>	<i>HTC Polished Silver Ceramic-Metallic</i>
<i>CYLINDER HEAD PORT SHAPE</i>	<i>Round</i>
<i>CYLINDER HEAD</i>	<i>Stock Profile Heads</i>
<i>HEADER CONSTRUCTION</i>	<i>Standard-Duty</i>
<i>REPLACEMENT GASKET</i>	<i>27520</i>
<i>REPLACEMENT HEAD FLANGE GASKET</i>	<i>27520</i>
<i>CALIFORNIA PROPOSITION 65</i>	<i>WARNING: Cancer &amp; Reproductive Harm. For more info visit <a href="http://www.P65Warnings.ca.gov">www.P65Warnings.ca.gov</a></i>

# VEHICLE APPLICATIONS

Chevrolet

Bel Air

One-Fifty Series

Two-Ten Series

<u>Year</u>	<u>C.I.D.</u>	<u>Liter</u>	<u>Cylinders</u>	<u>Drive Type</u>
1955	400		8	
1955	305		8	
1955	283		8	
1955	327		8	
1955	302		8	
1955	350		8	
1956	327		8	
1956	400		8	
1956	283		8	
1956	305		8	
1956	350		8	
1956	302		8	
1957	327		8	
1957	350		8	
1957	400		8	
1957	305		8	
1957	283		8	
1957	302		8	