



Tube Technologies, Inc.
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INSTALLATION INSTRUCTIONS for TTI Small Block Header Part No.:


TTI34025


TAKE TIME TO READ THE INSTALLATION PROCEDURES BEFORE STARTING

WARNING !!!

We strongly suggest that you use an old set of headers or a set of cast iron manifolds for first engine runs / cam break-ins to avoid coating damage. Excessive heat damage to the ceramic coating will **VOID** all warranties.

Header coating damage usually occurs during the first engine run when the exhaust temperatures exceed 1200°F. Excess exhaust temperatures are normally caused by excessively lean or excessively rich air/fuel mixtures and/or incorrect ignition timing.

 **Please take all under car safety precautions when** installing headers, including eye protection. When raising vehicle, use an appropriate lifting device and place on jack stands as a safety measure. Caution! Bumper jacks are intended for emergency use only and should not be used to support vehicle.

 **First check your Engine Location** - K-members are not all identical and the dimensions must be checked to ensure proper fit. Check your engine location prior to installation of your TTI Headers. TTI Headers were designed to fit with the engines located to the factory specifications. If the engine is not located correctly in the chassis, the headers will not fit properly. If necessary, place shims between the insulator assembly and the K-frame mounting pad to achieve the proper dimensions. Shim kits and engine mounts can be purchased from Schumacher Creative Services of Seattle, WA (206) 364-7151.

- **67-76 A, 66-78 B & 70-74 E-Body applications:** From the center of the crankshaft to the top of the K-frame, the correct distance is 5-1/4+. The engine is also offset towards the passenger-side. Measure from the center of the crankshaft to each frame rail. The difference should be 2-1/2+.

1. Disconnect the negative cable from the battery terminal.
2. Raise the front of the vehicle with an appropriate lifting device and place on jack stands.
3. Disconnect the plug wires and remove all of the spark plugs. Remove the cast iron manifolds and the stock exhaust pipes. If you are installing the complete TTI Exhaust System, then remove and discard your entire stock exhaust system, including hangers.
4. Remove the oil filter and the starter. On standard shift vehicles disconnect and remove the (Z-Bar) clutch cross shaft.
5. Now is a good time to check the condition of your engine mounts. If they are worn or deteriorated, replace them now. When the engine is mounted correctly the headers will fit correctly.
6. Drivers-side Header: Check cylinder head sealing surface of the exhaust ports to insure that they are clean. Place the supplied header gasket into position on the studs. Insert the header into position from under the car onto the cylinder head. Use the original studs and nuts or the provided header bolts to secure the header to the cylinder head. Tighten the center bolts first then the end ports. Torque the bolts to 25 ft. lbs. to insure a proper seal.
 - Install the starter and connect the wiring. Adjust the wiring to insure that there is absolutely no contact with the header. Due to variations in the routing of brake lines, it may be necessary to re-position a brake line to achieve adequate clearance from a header tube. A minimum clearance of 1/2+ from a header tube is required. Re-install the (Z-Bar) clutch cross shaft.



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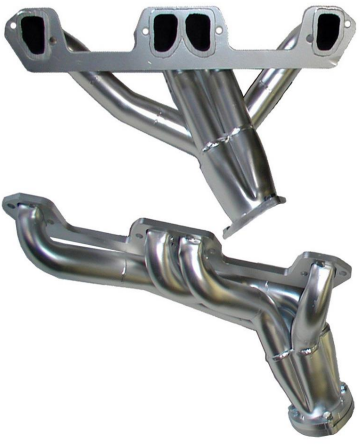



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7. **Passenger-side Header:** Check the sealing surface of the exhaust ports to insure they are clean. Place the supplied header gasket into position on the studs. Turn the steering wheel to the full left position. Insert the header into position from under the car. Use the original studs and nuts or the provided header bolts to secure the header to the cylinder head. Tighten the center bolts first then the end ports. Torque the bolts to 25 lbs. evenly to insure a proper seal. Install the oil filter.
8. Attach the 2 1/2" exhaust pipes to the header collectors with the nuts, bolts and gaskets provided. The exhaust pipes are designed to fit with a complete TTI 2 1/2" exhaust system.
9. Re-connect the negative battery cable.
10. Now that your headers are installed, wipe down the tubes with hot soapy water or an environmentally safe Orange Cleaner Degreaser and a soft cloth to remove any grease or skin oils (finger prints) from the header tube surface. Never use abrasive cleaners.
 - It is normal for Chrome plated headers to discolor almost immediately after firing-up engine.
 - To insure years of service from your ceramic-coated headers it is suggested to follow our Header Maintenance & Care procedures.
11. Start the engine and check for leaks.

Re-torque all of the header bolts after approximately 50 miles of driving

To complete the rest of your exhaust system installation, we highly recommend the use of our TTI Performance Exhaust Systems. The 2-1/2" kits will bolt directly to the TTI Exhaust pipes. Our exhaust systems come complete with all hardware and all new hanger assemblies. They are manufactured with aluminized tubing and are mandrel bent by the latest technology CNC tube benders insuring precision fit on every installation.

 <p>Part #TTI34025 1-5/8" Primary Tubes with 2 1/2" Collectors</p>	 <p>Part #GA-HG340ER</p>	<p>Header Gaskets (Supplied with headers)</p> <p>Gasket material: HTX-900, high density non-asbestos fiber metal core composite. Composite constructed of 2 graphite coated, heat resistant fiber blend sheets, chemically fused to an expanded steel core.</p>
	 <p>Part #BO516</p>	<p>Header Bolts (Supplied with headers)</p> <p>(12) Zinc plated header bolts, 5/16-18x1</p>
	 <p>2.5" Header Adapter Pipes (Sold separately)</p> <p>(Multiple part no's to list)</p>	<p>Header Adapter Pipes (Sold separately)</p> <p>Required to transition exhaust system to the headers. 2-1/2" O.D. tubes with 2-1/2" 3-bolt flanges, made of 16 gauge aluminized tubing, mandrel bent, 3/8" thick laser-cut 3-bolt flanges, adapter set includes 1/16" 3-bolt gaskets and mounting hardware.</p>



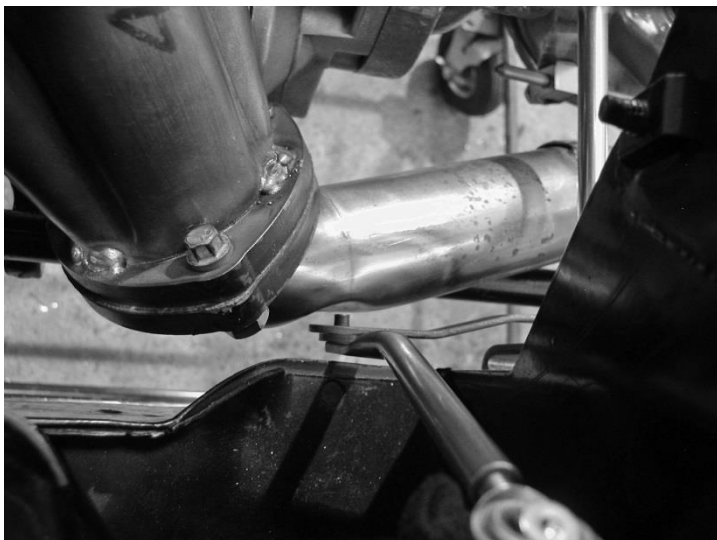
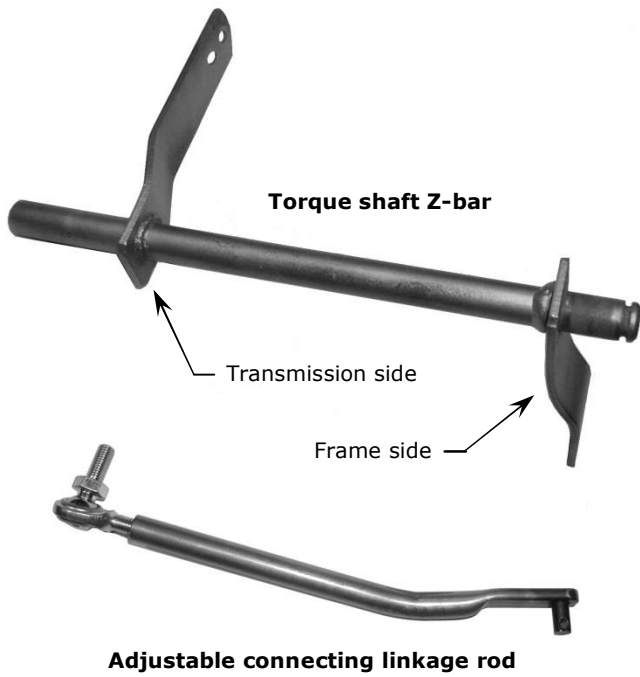
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Sheet #A34025TSA

2-PC TORQUE SHAFT ASSEMBLY Column Shift applications

This modified design assembly is required for 1967-1973 A-body applications with a column shift using TTI shorty headers #TTI34025 and TTI header adapter pipes. (Sold separately)

2-pc Torque Shaft Assembly Part #A34025TSA





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Sheet # 3703 (FN #23)
Torque Shaft Lever

Automatic Transmission with Floor Shifter will require repositioning of the adjustable swivel and lower rod attached to the torque shaft lever. Move them to the upper side of the torque shaft lever to clear the header collector. Some models will require additional modification for clearance of the shifting lever. (See diagram)

The support bracket is cut through and overlapped approximately ¼+ and re-welded, making it shorter and moving the shift lever away from the collector.

