

Header #64LHCA-R1 2" 6.4L HEMI HEADERS for coilover suspension systems



Click image to enlarge

FEATURES ...

Design: Starter must be on the Drivers-side.

Primary tube size: 2" O.D.

Collector size: 3.5" with 3.5" 3-bolt flange.

O2 Sensor bungs: Built into the collectors.

Flanges: 3/8" thick, laser-cut, contoured for a leak free fit.

Material: Constructed of 16 gauge mild steel tubing. Mandrel bent on sophisticated computer controlled bending machines for precise fit and uninterrupted exhaust flow. The mandrel bending process maintains a constant inside diameter of the tube for a smoother finish with no restriction of flow and no crimping of the tubes.

One piece design: One piece header tubes / No slip tubes.

Under chassis design: Above the steering center link design offers maximum header to ground clearance.

Header set includes: Header gaskets, 16 header bolts, header reducer adapters with 3-bolt gaskets & hardware.

[APPLICATIONS](#)

[PART NO'S & PRICING](#)

[COMPONENT PARTS](#)

[OPTIONAL: O2, EVAC, EGT](#)

~ Our 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. We strongly suggest you check your engine location prior to installation.

~ Due to various manufacturing designs, aftermarket parts, engine configurations, suspension combinations, etc... TTI cannot ensure headers and exhaust systems to fit all combinations. However, we have done our best to accommodate both factory and aftermarket component combinations. In some cases, slight modification or repositioning may be required on your part to clear the specific situation.

APPLICATION Verify headers will fit your application combinations...

Platform: 67-76 A-BODY, 62-74 B-BODY and 70-74 E-BODY CHASSIS.
[Check your engine location: See [FN39](#) for the factory dimensions]

Engine size: 6.1L SRT8, 6.4L (392ci) SRT8

Cylinder head: OEM

Front Suspension: [RMS](#) Alterktion coil-over system or [Magnumforce](#) Tubular K-frame coil-over

Steering Linkage: OEM
Headers will not clear [UniSteer Performance](#) Rack and Pinion.

Engine Mounts: TTI ...Our modified design motor mounts are required. Sold separately. [See [Motor mounts](#)]

Auto Trans: 904, 727, GM 4L60
Note: Some applications with a floor shifter may require the adjustable swivel & the lower rod to be re-positioned to clear the header collector. [See [FN23](#) for illustration]
(!) 545RFE Transmission: Headers will not clear the passenger-side bellhousing.

Standard Trans: 833 or KEISLER TREMEC TKO
Note: Correct installation of the Keisler Tremec TKO-500/600 Transmission is imperative. The output-end of the tail shaft must be in exactly the same position as the stock transmission output shaft for the headers to fit properly.

Flywheel: Applications with a 10.5" 130-tooth ring gear, must use a [PowerMaster](#) XS Torque starter #9523. Applications with an 11" 143-tooth ring gear, must use a Chrysler lightweight mini starter #56029274AA.

Clutch Linkage: 67-76 A-body applications must use a hydraulic clutch. DIY alternative, modify your Z-bar linkage to achieve clearance. TTI does not make a linkage to satisfy this situation.
62-74 B-body & 70-74 E-body applications can use a hydraulic or mechanical Mopar clutch linkage system.

Floor Shift: YES

Note: Some applications with an auto transmission may require the adjustable swivel & the lower rod to be re-positioned to clear the header collector. [See [FN23](#) for illustration]

Column Shift:	NO DYI alternative: Modify your shift linkage to achieve clearance. TTI does not make a linkage to satisfy this situation.
Push Button:	YES
Manual Steering:	YES
Power Steering:	67-76 A-body applications: NO 62-74 B-body & 70-74 E-body: YES
Air Conditioning:	YES
Starters:	Must us a POWERMASTER PERFORMANCE XS torque starter #9523 (!) Standard Trans applications with an 11" 143-tooth ring gear must use a Chrysler lightweight mini starter #56029274AA. (!) Headers designed to fit transmissions with the starter on the Drivers-side. Applications with the starter on the Passenger-side and with a coilover suspension, use header # 61RSA
Bellhousing:	MOST (!) 545RFE Transmission: Headers will not clear the passenger-side bellhousing.
Oil Filters:	OEM
Oil Pans:	OEM, MILODON & CHARLIES Milodon street & strip part no's: 30930 , 30931 , 31010 Charlies oil pan



TTi Performance Exhaust and Headers
 Tube Technologies, Inc.
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 Phone (951) 371-4878

www.ttiexhaust.com

Header #64LHCA-R1

HEADER INSTALLATION

Page 1 of 3

Thank you for choosing TTI Performance Headers!

Due to the numerous engine configurations and suspension combinations, we cannot ensure headers and exhaust to fit all combinations, however, we have done our best to accommodate both factory and aftermarket component combinations. e.g. Engine blocks, cylinder heads, starters, valve covers, etc.

For further product details, footnotes & fitment information, please visit our website www.ttiexhaust.com or call (951)371-4878.

Parts List		Illustration sheets attached...
1	DRIVERS-SIDE HEADER	#3703
1	PASSENGER-SIDE HEADER	#708MC, #708WA
2	HEADER GASKETS [Part #GA-HG64L]	
16	HEADER BOLTS 8mm-1.25x25mm	
2	HEADER REDUCER ADAPTERS 9" long	
2	3.5" COLLECTOR GASKETS [Part #GA-RG35]	
18	(6) HEADER BOLTS 3/8", (6) WASHERS & (6) NUTS	

BEFORE STARTING

(!) READ INSTALLATION INSTRUCTIONS THOUROUGHLY and understand each of the steps involved with the installation. Review all photos, modification/illustration sheets and/or diagrams.

(!) CAUTION: Allow time for vehicle to cool down prior to the installation. Wear protective safety equipment; Eye goggles and gloves.

Use an appropriate lifting devise to raise the vehicle; Floor hoist or hydraulic floor jack with jack stands. Do not use bumper jacks!

(!) CHECK THE ENGINE LOCATION: All K-members are not identical and the dimensions must be checked to ensure proper fitment of the headers or exhaust system. If the engine is not located correctly in the chassis our products will not fit properly. If necessary place shims between the insulator assembly and the K-frame mounting pad to achieve the proper factory dimensions.

Shims: For small position adjustments, shim packs are available through Schumacher Creative Services of Seattle, WA.

From the center of the crankshaft to the top of the K-frame the correct distance is **(A)**. The engine is also offset towards the passenger-side **(B)**. Measure from the center of the crankshaft to each frame rail, the difference should be **(C)**.

Gen III Hemi: 5.7L, 6.1L, 6.4L Factory Engine Locations	A (inches)	B (inches)	C (inches)
67-72 A-body	5-5/8	1-3/8	2-3/4
73-76 A-body (w/spool mounts)	5-7/8	1-3/16	2-3/8
62-65 B-body (w/ spool mounts)	6-3/8	1-1/4	2-1/2
66-72 B-body	5-5/8	1-1/4	2-1/2
73-74 B-body (w/spool mounts)	6	1-1/4	2-1/2
70-74 E-body	5-3/8	1-1/4	2-1/2

(!) 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.

Continued on next page...



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Header #64LHCA-R1

HEADER INSTALLATION

Page 2 of 3

(!) HELPFUL HINT: Mask areas of header tubes with painters tape to protect plating/coating from scratches during installation.

(!) HEADER NOTES...

- **Coilover suspension:** Headers designed to fit coilover suspension systems without torsion bars.
- **Starter:** Headers designed to fit transmissions with the starter on the Drivers-side.
- **Clutch Linkage:** 67-76 A-body applications require a hydraulic clutch; otherwise you must modify your Z-bar linkage to achieve clearance. TTI does not make a linkage to satisfy this situation. 62-74 B-body & 70-74 E-body applications, a hydraulic or mechanical Mopar clutch linkage systems can be used.
- **Auto Trans:** Some applications with a floor shifter may require the adjustable swivel & the lower rod to be re-positioned to clear the header collector. [See sheet #3703]

DISASSEMBLY

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. Remove the cast iron manifolds and the stock exhaust pipes. If you're replacing the exhaust system, remove the entire exhaust, including hangers.
4. Remove the starter.
(!) Headers designed to fit transmissions with the starter on the Drivers-side only.

DRIVERS-SIDE INSTALLATION

5. Raise the engine approximately 1-1/2".
6. Check the cylinder head sealing surface of the exhaust ports to insure they are clean and slip the header into position.
7. Lower the engine and fasten to the mount.
8. Position the supplied header gasket into place and bolt the header to the cylinder head with the supplied bolts. Tighten the center bolts first then the end ports. Torque the bolts to 25 ft. lbs. evenly to insure a proper seal.

Recommendation when installing header gaskets: Use a very thin layer of High-Temp Silicone Sealer on each side of gasket.

9. 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 and/or proportioning valve to achieve adequate clearance from a header tube. A minimum clearance of 1/2" from a header tube is required.

PASSENGER-SIDE INSTALLATION

10. Check the cylinder head sealing surface of the exhaust ports to insure they are clean. It is necessary to plug the EGR port on the passenger-side cylinder head before installing the header. Insert the header into position from under the car. Place the supplied header gasket into position and attach with the supplied header bolts. Tighten the center bolts first then the end ports. Torque the bolts to 25 ft. lbs. evenly to insure a proper seal.

Recommendation when installing header gaskets: Use a very thin layer of High-Temp Silicone Sealer on each side of gasket.

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HEADER INSTALLATION

Page 3 of 3

11. Install the oil filter.
12. **Re-connect** the negative battery cable.
13. To transition headers to your exhaust system, attach the supplied **Header reducer adapters** directly to the 3-bolt header collectors using the provided nuts, bolts and gaskets.

FINAL STEPS

14. 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. To insure years of service from your headers follow our Maintenance & Care instructions.
15. Start the engine and check for leaks.
16. **Re-torque** all of the header bolts after approximately 50 miles of driving.



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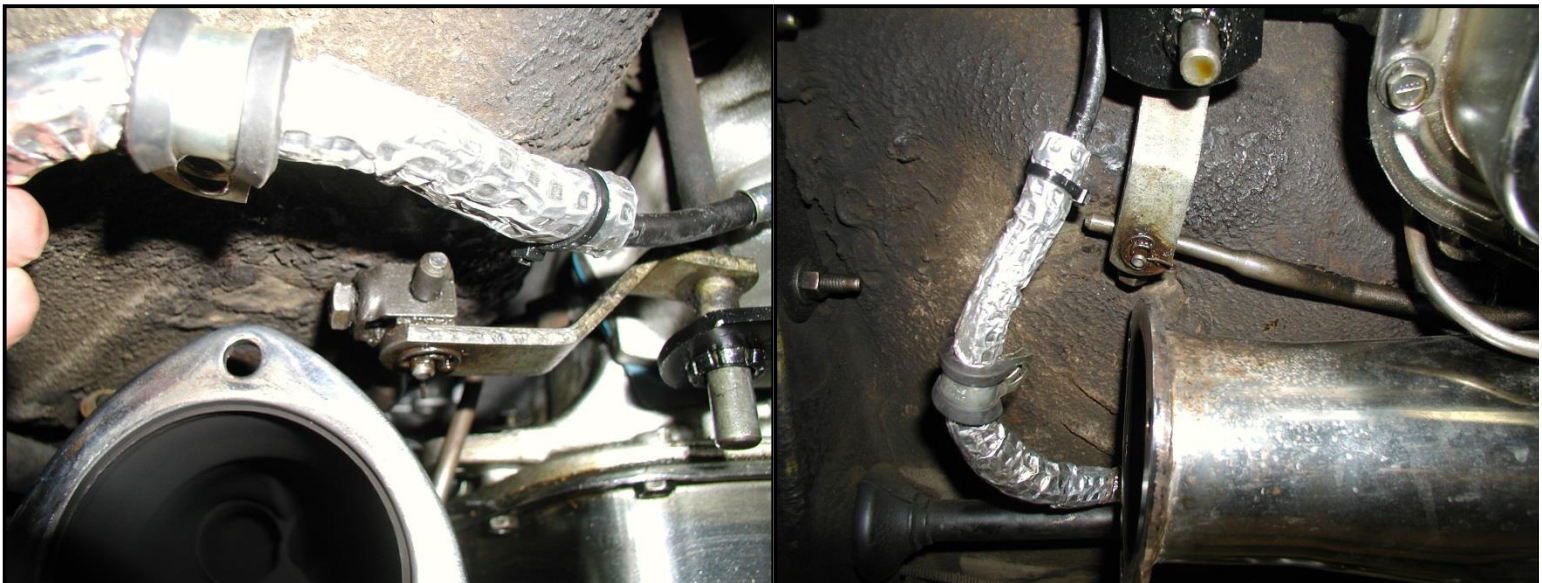
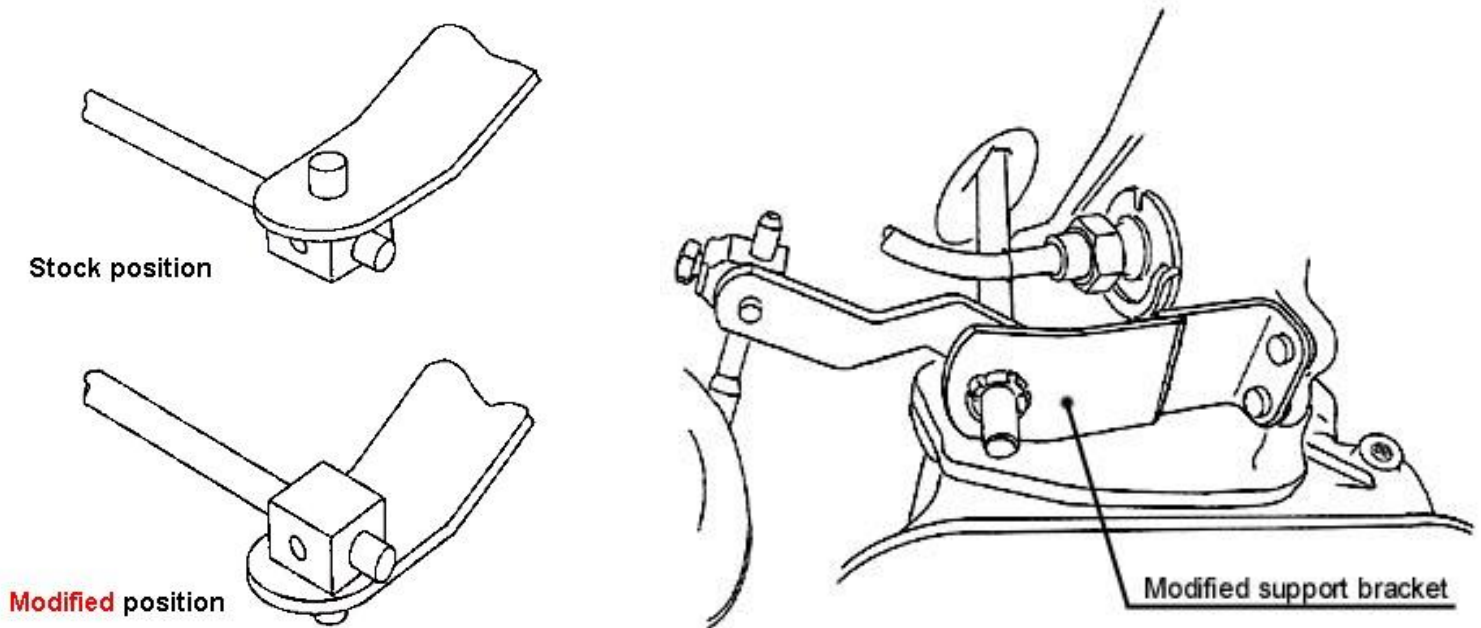
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Sheet #3703 / Footnote #23

TORQUE SHAFT LEVER REPOSITIONING Auto Trans with Floor Shift

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 1/4" and re-welded, making it shorter and moving the shift lever away from the collector.





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Sheet #708MC

MAINTENANCE & CARE

MAINTENANCE & CARE

Helpful hint to extend the life of your Headers and Exhaust System...

Exhaust corrosion will occur if moisture (condensation) is not cleared out of the tubes. Make sure that the vehicle is driven at least 20 to 30 minutes whenever the car is started to completely dry out all liquid / acid that is created by the combustion process in the engine. Failure to do so will cause pre-mature rotting of the tubes from the inside out.

Headers

TTi strives to offer the highest quality header coatings available on the market today. However, high performance coatings do require care and maintenance. The following tips are suggested to insure years of service of your Nickel-Chrome, Ceramic-Coated, Polished Ceramic Coated & Stainless Steel Headers.

Warning: First Engine Runs - 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. For this reason we strongly suggest that you use an old set of headers or a set of cast iron manifolds for your first engine run / cam break-in. This will insure that you will not damage the coating or void the warranty of your new TTi ceramic-coated headers.

After Header Installation and Before Engine Run - Remove grease and/or skin oils from the header tube surface. Stains & fingerprints will show when header gets hot.

- Nickel Chrome Plated Headers: Wipe down tubes with rubbing alcohol and a soft cloth, dry thoroughly.
- Ceramic Coated, Polished Ceramic Coated and Stainless Headers: Wipe the tubes down with an environmentally safe Orange Cleaner Degreaser or mild soap, warm water and a soft cloth, dry thoroughly.

When storing your car for an extended period of time, some precautions must be taken. Park the car over a large sheet of plastic or tarp. This will protect your car and headers from moisture seeping up through the floor. Wipe down and dry the headers thoroughly. Then coat the headers with WD-40 or an equivalent where the tubes are welded to the header flanges and where the tubes come in close proximity to each other (especially where the four tubes enter into the collector). These areas are prone to rusting, as the coating is unable to get between the tubes in the unexposed areas of the header. If rust occurs, it will travel into and under the coating and create a stain. When you are ready to start the car after storage, wash the WD-40 off by following the cleaning procedures.

Cleaning: Road grime / Oil / Grease / Surface deposits (surface rust) **from water or other liquids**

- Use an environmentally safe Orange Cleaner Degreaser, warm water and a soft cloth. Two or Three cleanings may be required. Be sure to dry thoroughly.
- Use cleaning compounds like, Nevr-Dull, Mothers or The Wax Shop and about 15-20 minutes of elbow grease.
- Stainless Steel: Nevr-Dull Wadding Polish

Polish to Revitalize Coating

- Nickel Chrome Plating: Bluing / discoloration is inevitable. You cannot remove it, although there are products that claim to do so like, Blue-Job Chrome Polish.
- Ceramic Coated / Polished Ceramic Coated: Mothers PowerMetal or Nevr-Dull.

For More Aggressive Cleaning: Stains / Baked-on Oils or Fluids / Melted-on Microfiber Towels or Plastic Grocery Bags (Yes, this happens a lot)

Try a Super-fine "0000" Steel wool pad or use an Ultra-fine Scotch-brite pad. If all else fails, spray paint! Use Krylon 1402 High Heat Spray Paint – Aluminum color. Once headers heat up, color will or should blend.

Unfortunately, you cannot bring back a "High Luster" Polish appearance (C3 & C5 - Coating Option).



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Sheet #708WA

LIMITED WARRANTY

90-DAY LIMITED WARRANTY

Mfg. by Tube Technologies, Inc. (TTi)

TTi warrants all products to the original purchaser to be sold free of defects in material and workmanship for 90-days from date of purchase. In the event of an alleged defect in material or workmanship contact TTi at (951) 371-4878. Please provide a proof of purchase reference at time of call for quicker look-up. Ex: Invoice #, Packing List # or Sales Order #.

TTi does not warrant products that have been damaged caused by abuse, neglect, accident, improper installation or use on other applications other than recommended by TTi Performance Exhaust and Headers. Under no circumstances will TTi replace, repair or refund any product that has been altered in any way, mutilated or shows evidence of the use of insulating wrap products. TTi will not warranty cost of removal or re-installation of a product or will not be responsible for any shipping charges incurred. TTi will not assume responsibility for mufflers meeting individual customer's preference or the specific sound ordinances in any city, county and/or state. TTi reserves the right to make changes in design, materials and specifications or to make product changes as deemed necessary without prior notice.

Return Policy

Returned merchandise is subject to a 10% restocking fee. TTi does not refund freight. Contact TTi at (951) 371-4878 or the Authorized TTi Distributor from whom the merchandise was purchased through to receive a "Return Merchandise Authorization Number" (RMA #). Proof of purchase required! (Invoice, Packing List or Sales Order #) Return the merchandise along with a copy of your proof of purchase to: TTi Returns Dept. • 1555 Consumer Circle • Corona, CA 92880. Enclose a written reason for the return with a contact phone number and clearly write the RMA # on the outside of the box. Merchandise must be received in resalable condition. Final issuance of credit / refund is subject to receipt and inspection of merchandise by Tube Tech. Inc.

Note: Parts damaged in transit due to insufficient packaging may incur repair charges by TTi.

For general packaging guidelines to help prepare your package for safe shipping read our [Packaging Guidelines & Procedures](#).

2-YEAR LIMITED CERAMIC COATING WARRANTY

by [Engineered Applications L.L.C.](#)

In the event of an alleged defect in the coating; peeling, chipping, flaking or rusting, complete a "[Coating Warranty Return Form](#)" and return it along with parts to: Engineered Applications.

Proof of Purchase required! (Invoice or Packing List)

Final determination of warranty is subject to receipt and inspection of parts by EA. EA will not accept liability for products that have been damaged caused by abuse, neglect, accident, improper installation, shows evidence of insulating wrap products or show evidence of adverse conditions such as; High heat temperatures encountered during engine break-in.

Note: Engineered Applications sole responsibility is strictly to strip-off existing coating, recoat and return it back to you. EA will not warranty any labor related costs.