



TTi Performance Exhaust and Headers  
 Tube Technologies, Inc.  
 Corona, California 92880-1726  
 Phone (951) 371-4878

[www.ttiexhaust.com](http://www.ttiexhaust.com)

Header P/N: TTi 340A  
**HEADER INSTALLATION**

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**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](http://www.ttiexhaust.com) or call (951)371-4878.

Parts List		Sheets attached
1	DRIVERS-SIDE HEADER <sup>1</sup>	#3703
1	PASSENGER-SIDE HEADER	
2	HEADER GASKETS [Part #GA-HG340]	#340ZB
12	HEADER BOLTS 3/8"-16x1	
2	HEADER REDUCER ADAPTERS 9" long	#708MC / #708WA
2	3.0" COLLECTOR GASKETS [Part #GA-RG30]	
18	(6) HEADER BOLTS 3/8", (6) WASHERS & (6) NUTS	
<sup>1</sup> #7 slip-tube designed to be removed from header for fitment around the torsion bar.		

**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)**.

Factory Engine Locations - SB	A (inches)	B (inches)	C (inches)
67-76 A-body	5-1/4	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.

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



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### 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. Disconnect the plug wires and remove all of the spark plugs.
4. Remove the cast iron manifolds and the stock exhaust pipes. If you're replacing the exhaust system, remove the entire exhaust, including hangers.
5. **Passenger-side:** Remove the oil filter. Remove and discard the brace between the engine and the transmission.
6. **Drivers-side:** Remove the starter. Remove the lower mounting stud for the starter and replace it with a bolt.
7. 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.

**Steering Linkage:** Use a pickle-fork to loosen the ball-joint on the drag link at the pitman arm and the left tie rod. Remove the bolt from the idler arm, swing the assembly aside.

Remove the engine mount bolt and raise the engine up approximately 1-1/2". Use a block of wood between the oil pan and the floor jack.

8. **Standard Transmission:** Disconnect and remove the Z-bar. The Z-bar will be reinstalled after the header is in place. Note: Applications may require a TTi modified Z-bar. [See sheet #307ZB]

### DRIVER-SIDE INSTALLATION

9. Check the sealing surface of the exhaust ports to insure that they are clean. Place the supplied header gasket into position on the studs.  
  
Recommendation when installing header gaskets: Use a very thin layer of High-Temp Silicone Sealer on each side of gasket. Example: Permatex high-temp red silicon gasket maker #81160 (26BR).
10. **#7 Slip-Tube:** Remove the #7 slip-tube from the header. Insert the header into position from under the car. Before bolting to the cylinder head, lightly grease the inside of the #7 slip-tube. Slip the rear cylinder #7 tube in between the frame and the torsion bar into the slip-connector of the header.
11. Lower the engine and place the header into position on 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 lbs. evenly to insure a proper seal.
12. **Automatic Trans / Floor Shift:** Repositioning the adjustable swivel and the lower rod attached to the shift lever will be required to clear the header collector. [See sheet #3703]
13. Reinstall the steering linkage assembly by reversing the disassembly procedure. Be extremely careful to reinstall all nuts, bolts and pins that were removed.
14. Reinstall the engine mount bolt.
15. Install the starter and connect the wiring to the starter. Adjust the wiring to insure that there is absolutely no contact with the header tubes. A minimum of 3/8" clearance is required between the header and the wiring.
16. **Brake Lines:** Due to variations in the routing of brake lines, it may be necessary to re-position a brake line to achieve adequate clearance from tubes. A minimum clearance of 1/2" from a header tube is required.



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### **PASSENGER-SIDE INSTALLATION**

17. Check the cylinder head sealing surface of the exhaust ports to insure they are clean. Place the supplied header gasket onto position on the studs. Turn 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.

Recommendation when installing header gaskets: Use a very thin layer of High-Temp Silicone Sealer on each side of gasket. Example: Permatex high-temp red silicon gasket maker #81160 (26BR).

18. Reinstall the oil filter.
19. Reinstall the clutch Z-bar. Note: Applications may require a TTI modified Z-bar. [See sheet #307ZB]
20. Re-connect the negative battery cable.
21. 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**

22. 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. [See sheet #708MC/#708WA]

23. Start the engine and check for leaks.
24. Re-torque all of the header bolts after approximately 50 miles of driving.



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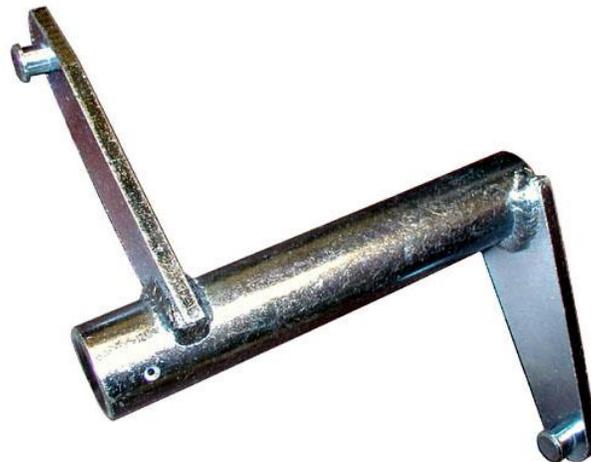
Sheet #340ZB [FN55]

**MODIFIED Z-BAR  
A-body with Standard Trans**

This is a modified design Z-bar for use with most TTI A-body small block headers.

For standard transmission applications in A-body chassis with clearance issues using the stock Z-bar.

Note: TTI does not make a modified Z-bar for all header/vehicle combinations.



**MODIFIED Z-BAR  
part #ZB340**

