



HEADER INSTALLATION INSTRUCTIONS

SWS PART # 440-2627, 440-2628, 440-2629, & 440-2630

NOTE: These headers have O2 sensors welded to the header tubes. If you're not using O2 sensors, you will need to plug the bungs.

WARNING! Breaking in an engine with ceramic-coated headers **WILL** result in damage to the coating and will **VOID** all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. We recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage.

As a result of the restricted room available in some engine compartments, you may experience a close fit to some body and chassis components. This is a normal condition. If this is your first time installing a set of headers, it may be time consuming. While not complex, stick with it. As soon as you start your engine, the reward of additional horsepower and performance will be well worth your efforts. Proper installation and periodic maintenance will result in maximum performance and life from your headers.

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING:

For ease of installation, your vehicle must be raised a minimum of 36". **Warning:** should you decide to install any exhaust product yourself, be warned that the original equipment jack that came with the vehicle is intended for emergency use only. The use of a frame jack in conjunction with a floor jack as the main support is highly recommended to minimize the accidental dropping of a vehicle while the installation proceeds. Never go under any vehicle that is supported by a bumper jack!

INSTALLATION NOTES: These headers are a multi-piece design. They were designed for easier installation. It is necessary that the flanges be cut through at the marked locations before installation. This may be done with a hacksaw. We have left the pieces together at the factory in order to prevent damage or loss during shipping. The flanges are marked at the locations that they need to be cut. The tubes are also numbered.

PREPARE THE VEHICLE FOR INSTALLATION:

1. Disconnect the battery to prevent accidental damage to the electrical system
2. Remove the stock exhaust manifold and stock headpipe.
3. Disconnect the water temperature sending unit.
4. Remove the oil dipstick tube and the spark plugs.

CHECK CONDITION OF ENGINE MOUNTS :It is recommended that new engine mounts be installed before installing headers.

LEFT SIDE HEADER INSTALLATION:

1. Starting from below, work the header into position over the exhaust ports. Do not start the bolts.
2. Place the gasket in place and start all bolts. Install the L-4 slip tube and start all bolts.
3. Tighten all bolts progressively and evenly until they are tight.

RIGHT SIDE HEADER INSTALLATION:

1. Work tube R-4 into position in front on the starter, do not start bolts yet.
2. Install tube R-3 on the outside of tube R-4, keeping it away from the starter. Do not start bolts yet.
3. Hold tube R-4 in position at the exhaust port. Tighten the starter cable with it positioned for maximum clearance.
4. Position the main body of the header from below, up over the top of the starter. Insert tubes R-3 and R-4 into the slip joints.
5. Position the header gasket in place and start all bolts. Install R-2 slip tube and start bolts. Tighten all bolts progressively and evenly until they are tight.

AFTER HEADERS ARE IN PLACE:

1. Inspect all points with limited clearance. Relocate any points that have direct contact with the header. Make sure there is adequate clearance around all lines (transmission, brake, fuel, and electrical wires). Reroute, as necessary. **Before installing your exhaust system, replace any fluids that you might have removed or lost.**
2. Reinstall the battery cable oil dipstick tube, and spark plugs.
3. To hook up your exhaust system, bolt a reducer and gasket into position behind each header collector. The left side reducer will need trimming due to the tight clearance to the transmission crossmember.

When you have finished installing your headers, take the vehicle for a road test. Listen carefully for any exhaust leaks or other strange noises and make corrections. When the vehicle has been driven for a few days, retighten the header bolts. We find that periodically checking the bolts will prevent the flange from warping and the burning out of the header gaskets.