

PART NUMBER SUM-G9006

1966-1987	CHEVY/GMC PICKUP ½, ¾, 1 TON 2/4WD WILL NOT FIT 66-72 1 TON 4WD MODELS.	283-400 V-8 ENGINE
1968-1987	CHEVY BLAZER/GMC JIMMY 2WD - (FULL SIZE)	283-400 V-8 ENGINE
1968-1997	CHEVY BLAZER/GMC JIMMY 4WD - (FULL SIZE)	283-400 V-8 ENGINE
1973-1991	CHEVY/GMC SUBURBAN 2/4WD	283-400 V-8 ENGINE
1988-1991	CHEVY/GMC PICKUP 1 TON CREW CAB ONLY 2/4WD	283-400 V-8 ENGINE

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 HORSE-POWER AND PERFORMANCE WILL BE WELL WORTH YOUR EFFORTS. PROPER INSTALLATION AND PERIODICAL 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 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 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!

1. PREPARE THE VEHICLE FOR INSTALLATION:

- DISCONNECT THE BATTERY TO PREVENT ACCIDENTAL DAMAGE TO THE ELECTRICAL SYSTEM. REMOVE THE STARTER.
 - REMOVE THE STOCK EXHAUST MANIFOLDS AND STOCK HEADPIPE.
 - DISCONNECT THE WATER TEMPERATURE SENDING UNIT.
 - REMOVE THE ALTERNATOR, CLUTCH LINKAGE, OIL DIPSTICK TUBE AND SPARK PLUGS. ON AIR CONDITIONING EQUIPPED VEHICLES, UNBOLT THE COMPRESSOR AND LAY IT ASIDE. LATE MODEL VEHICLES, UNBOLT THE POWER STEERING BRACKET.
- INSTALLATION NOTE:** IF VEHICLE IS EQUIPPED WITH A SMOG PUMP AND YOU WISH TO RETAIN THE AIR INJECTION IT WILL BE NECESSARY TO USE AN AIR PUMP MANIFOLD WELD-IN KIT (AVAILABLE SEPARATELY). SEE ILLUSTRATION "E".

2. CHECK THE CONDITION OF THE ENGINE MOUNTS

INSTALLATION NOTES: IT IS RECOMMENDED THAT NEW ENGINE MOUNTS BE INSTALLED BEFORE INSTALLING HEADERS.

3. LEFT SIDE HEADER INSTALLATION:

- STARTING FROM BELOW, PLACE THE HEADER INTO POSITION OVER THE EXHAUST PORTS, DO NOT START BOLTS.
- PLACE THE GASKET INTO POSITION, INSTALL THE FRONT AND REAR HEADER BOLTS, DO NOT TIGHTEN.
- INSTALL THE BALANCE OF THE BOLTS, TIGHTEN ALL HEADER BOLTS PROGRESSIVELY AND EVENLY UNTIL THEY ARE TIGHT.
- CHECK AND REROUTE IF NECESSARY ALL HOSES, WIRES AND BRAKE LINES MAKING SURE THERE IS PROPER CLEARANCE.

INSTALLATION NOTES:

- EARLY MODEL ENGINES WILL REQUIRE CONVERTING CANISTER OIL FILTER TO SCREW-IN OIL FILTER.
- TO INSTALL THE ALTERNATOR IT MAY BE NECESSARY TO PURCHASE (AVAILABLE SEPARATELY) AN AFTERMARKET ADAPTOR BRACKET(S) ILLUSTRATION "D"
- AIR CONDITIONED VEHICLES MAY REQUIRE PURCHASE OF AN AFTERMARKET ADAPTOR BRACKET (AVAILABLE SEPARATED)

4. RIGHT SIDE HEADER INSTALLATION:

- STARTING FROM ABOVE, (START FROM BELOW IF AIR CONDITIONING EQUIPPED ON RIGHT SIDE OF ENGINE) PLACE THE HEADER INTO POSITION OVER THE EXHAUST PORTS.
- PLACE THE GASKET INTO POSITION, INSTALL THE FRONT AND REAR HEADER BOLTS, DO NOT TIGHTEN.

INSTALLATION NOTES:

- LATE MODEL VEHICLES WITH THE SMOG PUMP CONNECTED TO THE STOCK EXHAUST MANIFOLD WILL NEED TO WELD A PIECE OF 3/4" OD TUBING TO THE REDUCER OR COLLECTOR. DRILL A HOLE ON THE COLLECTOR OR REDUCER THEN WELD TUBING IN PLACE ACCORDING TO ILLUSTRATION "F". CUT TUBING COMING OUT OF THE AIR PUMP SO THAT A LENGTH OF 1/4" NEOPRENE HOSE CAN BE SLIPPED ONTO IT. CONNECT TO THE REDUCER OR COLLECTOR.
- IF THE AIR CONDITIONING BRACKET IS MOUNTED ON A CAST IRON BRACKET SUPPORTED BY TWO EXHAUST MANIFOLD BOLTS, CUT OR GRIND THE BRACKET TO CLEAR THE #1 HEADER TUBE. (SEE ILLUSTRATION "G") AND REINSTALL. IT WILL BE NECESSARY TO PURCHASE SOME SPACER MATERIAL AT YOUR LOCAL HARDWARE STORE, 7/16" ID x 3/4" OD. CUT THE SPACERS TO LENGTH, ONE 1 1/4" LONG AND ONE 2" LONG.
- REPLACE THE STARTER AND CONNECT WIRES, REROUTE AS NECESSARY FOR MAXIMUM HEADER CLEARANCE.
- INSTALL THE BALANCE OF THE BOLTS, TIGHTEN ALL HEADER BOLTS PROGRESSIVELY AND EVENLY UNTIL THEY ARE TIGHT.

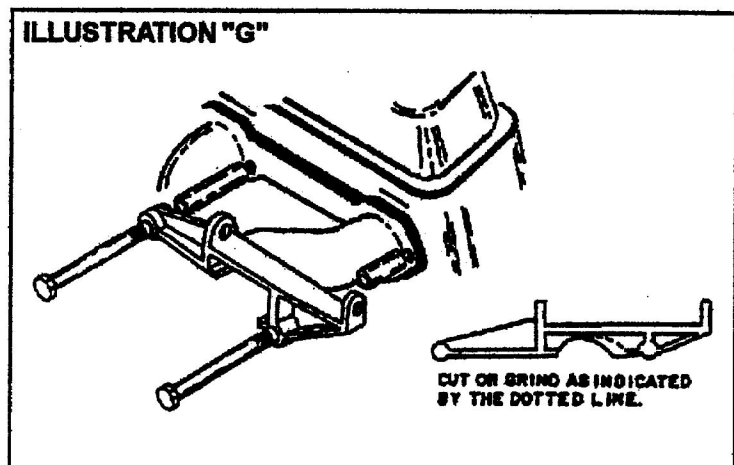
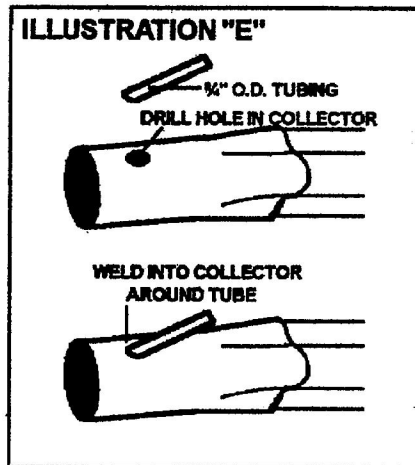
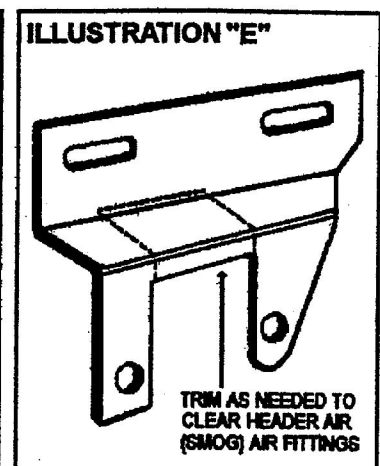
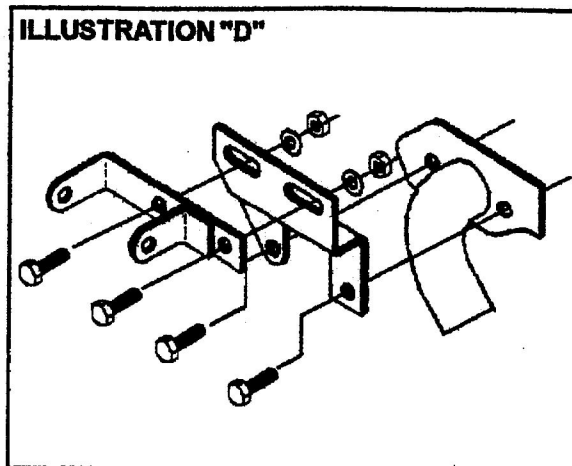
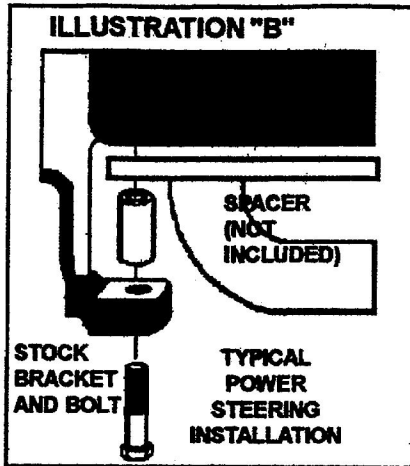
5. AFTER HEADERS ARE IN PLACE:

- INSPECT ALL POINTS WITH LIMITED CLEARANCE. RELOCATE ANY POINTS THAT HAVE DIRECT CONTACT WITH THE HEADERS. 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 MAY HAVE RE MOVED OR LOST.
- REINSTALL OIL DIPSTICK TUBE, SPARK PLUGS AND WIRES, TEMPERATURE SENDING UNIT, AIR CONDITIONING COMPRESSOR AND ALTERNATOR.
- RECONNECT BATTERY CABLE.

6. CONNECT THE EXHAUST SYSTEM:

- BOLT THE REDUCERS AND GASKETS TO THE HEADER COLLECTORS.
- ATTACH THE EXHAUST SYSTEM BY EITHER WELDING OR CLAMPING THE EXHAUST PIPES TO THE REDUCER ADAPTERS.

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.



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