



PART # 69490 & 69496
INSTRUCTION SHEET
 265-400 CID CHEVROLET (V8 CONVERSION)
 2WD S-10, S-15, BLAZER 1982-93
 TH350 Transmission and 168 Tooth Flywheel

CAUTION! This is a custom designed exhaust header system, designed for this particular application (s). Do not bend, bang, cut, dent, drill or heat any portion of this header! Any alteration other than those suggested in this instruction sheet will void the Hedman Lifetime Guarantee!
 To prevent leaks, install your headers using Hedman Hedders exhaust gaskets ONLY and a spray copper gasket sealant.

BEFORE STARTING INSTALLATION:

It is necessary to raise the vehicle at least 36 inches from the ground. A floor hoist is recommended, if not available, use a hydraulic floor jack with jack stands. **DO NOT USE A BUMPER JACK!**

PRE-INSTALLATION:

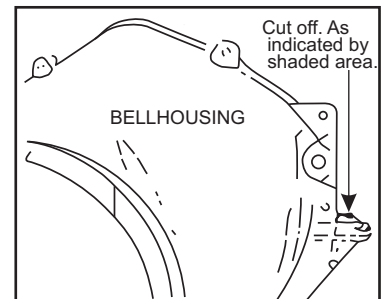
NOTE: Requires Trans-Dapt motor mount kit #4690. This header is custom designed and may require the use of a Delco-Ramey #323-255 or Chevrolet #1876555 Starter. For TH350 Transmission only.

1. Disconnect battery, remove all spark plug wires (Number Wires), starter, oil filter & flywheel dust cover.
2. Trim right ear from transmission bellhousing area as indicated in illustration on right.

RIGHT SIDE:

INSTALLATION INSTRUCTIONS:

3. Start from above, install main section of hedder and start hedder bolts. Do Not Tighten!
4. Replace starter with hedder loose and tighten starter bolts.
5. Install R-4 tube from above into slip joint on header.
6. Install R-1 tube from above into slip joint on header.
7. With gaskets in place, start most restricted header bolts first, then tighten remaining bolts.
8. Replace transmission dust cover and install spark plugs.



LEFT SIDE:

NOTE: On left side of engine it may be necessary to raise the engine slightly by using a hydraulic jack and a block of wood between pan and jack. **CAUTION!**..Make sure jack stands are securely in place before attempting the above.

9. Install main section of header from below with gaskets in place, and start two bolts. Do Not Tighten.
10. Install L-2 & L-3 tubes around steering shaft and into the slip tubes. With gasket in place, start the remaining header bolts. Do Not Tighten!
11. Install oil filter. Install L-1 tube with gasket in place. From above, slip into the slip joint on main section of header and secure with 2 header bolts. (Reverse this process when changing oil filter.) ****To eliminate the need to remove this tube during filter changes, we strongly recommend the use of a Trans-Dapt #1122 oil filter relocation kit.****
12. You may now tighten all header bolts evenly.
13. Install spark plugs.
14. Make sure that there is adequate clearance between hedders, transmission cooling lines, brake, fuel and all electrical wiring.
15. You may now install A/C, alternator, and accessories where applicable.
16. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises. After test drive, re-tighten all header bolts.

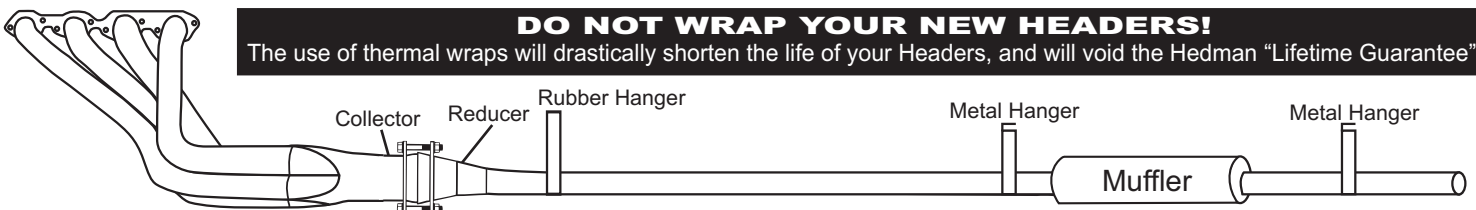
ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL ECONOMY WITH BETTER PERFORMANCE.

SPECIAL INSTRUCTIONS!

After installing your headers it is very important that your exhaust system be suspended properly. As indicated in the drawing below you must place hangers as close to the header collector as possible. Rubber hangers should be used to allow the front of the system to flex with the engine torque. A hanger is needed before and after the muffler (s). When your exhaust system is unbolted from the header collector, it should remain suspended all by itself. Your Headers Are Not designed to support your exhaust system. Failure to follow these instructions will most likely result in cracks around the area where your primary tubes and collector are welded together, and will nullify your "Lifetime Guarantee".

DO NOT WRAP YOUR NEW HEADERS!

The use of thermal wraps will drastically shorten the life of your Headers, and will void the Hedman "Lifetime Guarantee".



WARNING: Not applicable or intended for street or highway use. Legal only for racing vehicles which may never be used upon a public highway.

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