



PART # 69590 & 69596 (4WD)
INSTRUCTION SHEET
1994-2003 CHEVROLET S-10/BLAZER
EQUIPPED w/ 4.3L FUEL INJECTED V-6
(No EGR or A.I.R.)

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 Hedderts 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!**

INSTALLATION INSTRUCTIONS:

1. Disconnect battery to prevent electrical system damage.
2. Raise the vehicle and support with jack stands.
3. Unbolt the spark plug wire looms from the cylinder heads, leave wires in looms. Set aside for later. Remove the dip stick tube. Disconnect the spark plug wires (Number Wires) by grasping assembly and gently twisting the spark plug wire boots. Now remove the spark plugs.

DRIVER'S SIDE:

4. Begin with the driver's side (It is the more difficult of the two sides). Use penetrating oil on all nuts and bolts to be removed. This will prevent the possibility of broken or stripped nuts and bolts.
5. From the bottom side, unbolt the y-pipe assembly.
6. Carefully remove the plastic cover over the steering shaft to the steering box coupler. Remove the bolt securing the coupler to the steering box. Mark position of shaft and slide back to disengage it from the steering box. Move the steering shaft out of the way to allow the manifold to be removed. Remove bolts attaching manifold to the head and remove stock cast iron manifold. Now remove donut from Y-pipe at connection.
7. Make sure exhaust surfaces on cylinder head are clean.
8. On the driver's side (From Above), separate the steering shaft at the telescoping section. Slip the steering shaft through the #2 tube, and with header loose, reconnect the shaft as the header is installed. Bolt the header with gasket in place to the head (use Permatex Copper Spray sealant on gasket). Tighten down all header bolts evenly from center out.
9. Re-connect the steering shaft to the steering box. Re-install the plastic cover.

PASSENGER SIDE:

10. Unbolt the manifold from the exhaust system from under the vehicle as on the driver's side.
11. Unbolt the cast iron manifold from the head and remove. Same as driver's side, clean the head exhaust ports. Remember to remove the donut-shaped gasket.
12. As with the driver's side, bolt the headers with gasket in place to the head and the exhaust system (use Permatex Copper Spray sealant on gasket). Tighten down all header bolts evenly from center out.
13. Re-install the dip stick. To reinstall the spark plug wire looms, use the supplied 1/2" tubular spacer and 1/4" bolt. The spark plug wire loom will now sit outward of the header flange rather than against the head. Re-install spark plugs.

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14. Make sure all brake lines, fuel lines, and electrical wires have sufficient clearance.
15. Reconnect battery.
16. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks & new or unusual noises. After test drive allow engine to cool & re-tighten all header bolts from center out.

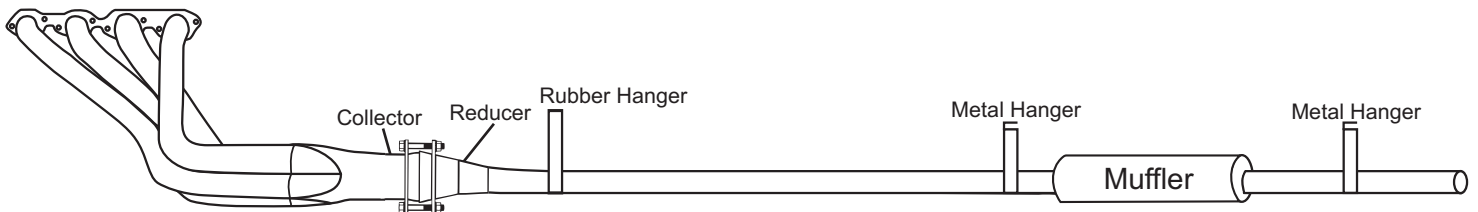
ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL ECONOMY WITH BETTER PERFORMANCE.

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: Removal of catalytic converters and other factory air pollution control devices is illegal. We recommend you adhere to your state's local laws. Our testing indicates performance is not significantly affected by these devices.