



PART # 68340 & 68346
INSTRUCTION SHEET
SMALL BLOCK V-8 TRANSPLANT
CHEVY MONZA, VEGA, OLDS STARFIRE,
PONTIAC, ASTRA, SUNBIRD

1. To be used with Hedman Hedderts installation kit after the engine has been installed.
2. Will not fit with power steering, power brakes or air conditioning.
3. Installation with manual transmission requires purchase of hedman clutch cable bracket #20130.
4. Will not fit with powerglide automatic transmission.

CAUTION! This exhaust header system is designed for this particular application. 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!

Hedman uses a one-piece flange during the assembly process to insure a leak-proof seal at the head surface. Before installing your header it will be necessary to cut through the flanges at specific places. These 4 cuts are started for your convenience. Use a hack saw to complete the cuts thus allowing the tubes to be removed from their slip-joints near the collector, once these cuts are completed, disassemble the header and install them as follows:

INSTALLATION INSTRUCTIONS:

LEFT SIDE:

1. Disconnect battery and remove all spark plugs (Number Wires).
2. Inspect oil filter. Blocks originally set up for replaceable element filters must change to a remote system (even shortest filter when combined with screw on adaptor is too long to clear header), blocks originally set up for screw on (throw away) filters may use short filter but the remote filter will facilitate maintenance.
3. Position flange gasket. Starting from under the chassis, work the middle pipes into place and start header bolts. Do not tighten.
4. From above, position the first pipe between fenderwell & chassis: Insert bottom of pipe into slip tube on header and start all bolts.
5. Remove brake line on left front wheel. Enlarge hole in fender panel to accommodate hedder pipe. See illustration "A".
6. Insert #4 pipe into hole in fender panel. Slip bottom of pipe into header and start hedder bolts, re-route brake lines for maximum clearance of header tubes and re-connect to stock fittings.

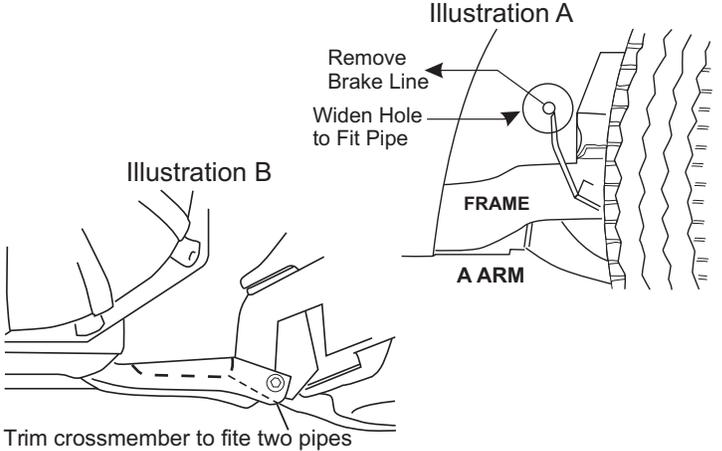
Note: Bleed Brakes after connecting both right and left sides.

7. Tighten all header bolts evenly. Replace spark plugs.

RIGHT SIDE:

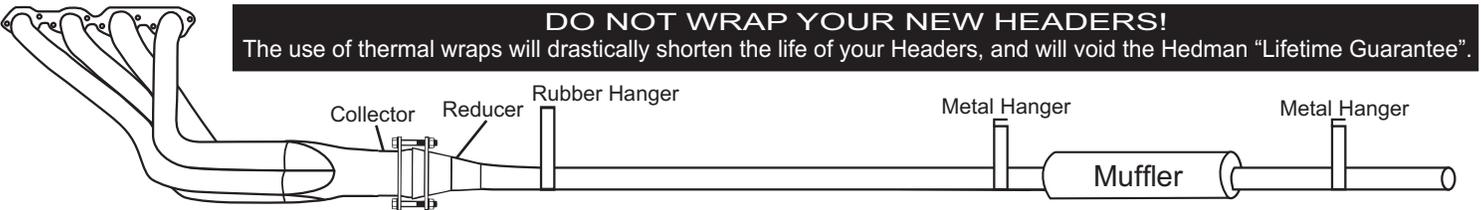
8. Position flange gasket and (from below) work #1 port pipe up into place, start header bolts but do not tighten.
9. Work middle pipes up into place, with header loose re-place starter. The bottom end of the #1 pipe slips into header. start header bolts. **Note:** It may be necessary to relieve the removable cross member (which runs between left and right frame rails) for adequate clearance of #2 & 3 pipes. See Illustration "B".
10. Remove right front brake line and enlarge hole in fender panel to accommodate #4 pipe. See Illustration "A".

4. Install #4 pipe (through hole in fender panel) into main body of hedder and start header bolts.
5. Re-route brake lines for maximum clearance of header tubes and re-connect to stock fittings.
6. Tighten all hedder bolts evenly, replace spark plugs, starter wires, connect battery and make sure lines have adequate clearance.
7. Start engine, test drive vehicle allowing engine to gain normal operating temperature. Check for leaks and any new or unusual noises. After test drive is completed, re-tighten Header bolts.



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".



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