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**2-1/4" Roadster Kit Instructions  
Big Block Chevrolet and Ford**

Due to bender constraints, this kit has been bent with #8 cylinder (last one on right side) in 2 pieces. #8B has been banded with the other pipes on the right side. #8A is separate in the box. Please follow these instructions to properly align this tube.

1. Slip the header flange over the first three tubes. This will keep them properly aligned after you cut the bands.
2. Cut bands and remove 8B.
3. Cut 4" from 8A after the bend.
4. Cut 3/16" from 8B before the bend.
5. Align and weld 8A and 8B.

Cut tubing from the flange end to achieve the proper offset for your application. When modifying tubes use care, caution, and judgement. If you have to cut off tubing we suggest going in no more than 1" increments until you are sure you have the correct offset and then tack the whole header together.

Next cut from the collector end to achieve the proper primary length. Primary tube lengths are basically determined by the RPM range in which the engine will operate. Basically the following chart will get you in the ball park.

<b>Primary tube length</b>	<b>Max engine RPM range</b>
32"	7000 to 8000
30"	8000 to 8500
28"	8500 to 9000
26"	9000 to 9500

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