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**Model #185 OT-200-33K
Small Block Windsor Style Ford Sprint/Roadster Kit**

This header kit was designed for a Small Block Windsor Ford engine installed in roadster/altered or sprint car.

DO NOT remove the band from the tubes. It will help keep the pipes in alignment. Due to bending machine restrictions it is necessary to cut #3, 4, 7, and 8 tube between the first and second curve and remove straight tubing and re-weld:

Ford Cylinder	Remove straight between first and second bends
#3	2"
#4	2-1/4"
#7	2"
#8	3-1/4"

Special Caution: If the tubes you received have numbers on them, they are most probably the Chevrolet cylinder numbering system; i.e., 1,3,5,7 and 2,4,6,8.

The kit was bent intending to have material removed from the flange end of each tube according to the offset required for your application. When modifying tubes use care, caution, and judgement. When cutting 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.

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.

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

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