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**Aero Roadster Kit Instructions  
Small Block Chevrolet or BB Mopar**

The design is based upon a sample header built by a roadster car builder. It was designed for high RPM engines and thus has criteria for flow/back pressure as opposed to low RPM engines where equal length pipes are important. Our standard for high RPM engines is no more than 4-1/2" of variation and for low RPM engines is no more than 2".

The following recommendation is intended as a guideline only. DO NOT accept it as the gospel and then call us and say "I cut off the amount you told me and now I find I cut off too much because I followed your instruction." 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.

DO NOT remove the band from the tubes. It will help keep the pipes in alignment. The kit was bent intending to have material removed from the flange end of each tube.

<b>Cylinder</b>	<b>Cut from A (flange) end</b>
#1	2"
#3	2-7/8"
#5	3-1/2"
#7	3"
#2	1-7/8"
#4	2-7/8"
#6	3-1/2"
#8	3"

This kit was bent to a 32" average 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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