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### #244 BB Ford and Chevrolet FW Truck Kit Instructions

This header kit was prototyped on a Big Block Chevy engine installed in a 68 - 72 BB Chev 4-WD truck. It will also fit the 73 to 8? BB Chevy truck but requires U-jointing the steering shaft. It also fits BB Ford trucks with leaf springs only (no coil springs).

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. Note the following chart:

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

This kit includes a U-bend, which is used to exit the exhaust to the rear. Cut the collector extension to desired length. Cut the U-bend into two 90-degree pieces (one for each collector). Then cut each 90-degree piece until the straight on the end of the bend is level. Weld to the end of the collector.

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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