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**2-1/4" Pro 1.0 Kit Instructions
Big Block Chevrolet and 460 Ford**

This header kit was prototyped on a Big Block Chev engine installed in an Alston Pro type car with strut front suspension. This kit may be adapted to other chassis of similar design.

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. Due to bending constraints, #6 and #8 are two piece pipes. The B pieces are banded with the grouping. The A pieces are loose in the box. The flange end has been painted.

Cylinder	Cut from A (flange) end	
#1	4"	
#3	4-1/4"	
#5	4"	
#7	3-3/4"	
#2	2-3/4"	
#4	3-1/2"	
#6A	3"	Remove all but 1" of straight after bend
#6B		Remove all but 1-1/4" straight before 1st bend Weld 6A and 6B together
#8A	3-3/4"	Remove all but 5-1/2" straight after 2nd bend
#8B		Remove all but 3/4" straight before bend Weld 8A and 8B 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 ballpark.

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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