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**2-1/4" Pro 2.0 Kit Instructions  
Big Block Chevrolet and 460 Ford**

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

The following recommendations are 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>	<b>Cut between A &amp; B curve</b>
	<i>*Amount cut depends upon offset desired</i>	
#1	3"	
#3	3"	
#5	3"	Cut & remove 3/16" of straight between bends
#7	3"	Cut & remove 1-5/8" of straight between bends
#2	3"	
#4	3"	
#6	3"	Cut and rotate 5 degrees
#8	3"	Cut & remove 1-1/2" of straight between bends & rotate 90 degrees

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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