



1515 MT. ROSE AVE. - York, PA 17403
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Small Block Chevrolet S-10 Truck Kit Instructions

This header kit was prototyped on a Small Block Chev engine installed in an S-10 Pickup truck. The following information should be carefully considered before starting this project.

Steering Shaft:

1. Remove steering shaft to get headers on and off.

Steering Stop:

1. Add 1-1/2" of steering stop for right side to prevent tire from hitting collector.
2. Add 3/8" to steering stop for left side to prevent tire from hitting collector.

Brake Lines:

1. Reposition brake proportioning valve assembly and bracket.
2. Reroute brake lines from master cylinder.
3. Reroute emergency brake cable.

Speedometer Cable:

1. May have to be rerouted (prototype vehicle did not have one).

Heater/AC:

1. Heater/AC must be removed.

We had requests to offer this header in kit form and so with reservations, here it is. The kit has four cuts and welds, including two pipes (#4 & #6) that need cut and the pipes rotated and rewelded. Two of the pipes (#7 & #8) are bent in two pieces. Therefore, it will be the most difficult of any of our kits to assemble. If after examining the pipes and the pictures provided, you decide it is beyond your capability, return the kit to us to tack one pipe on each side to get you started. We charge \$50 for this service. Or, we can assemble the kit for you.

The engine in our prototype vehicle was located as follows:

1. Left to Right:

Prototype vehicle had engine centered between frame rails. Measurement from the centerline of the lower bolt hole for original motor mounts in block to outside of frame rails 11" on the left and 11" on the right.

2. Vertical:

Steering box rearward bolt (on outside frame) to ground is 12-1/4". Front motor mount (lower bolt hole) to level ground should be 16" (Prototype was 15-1/2"). From distributor boss on intake manifold to cowl should be 12-5/8" (Prototype was 13")

3. Front to Rear:

Firewall to rear of valve covers - Left outside corner (driver's side) is 3/8". Left inside corner is 3/4". Right outside corner is 1-3/16".

4. Engine Angle:

With truck level (at bed rails and doorsill) engine is tilted down to rear 5° (taken on valve cover).

If your engine is located differently than noted above, modifications will have to be made to our following measurements. The kit was bent in a fashion that is intended to have some tubing cut from the flange end of each tube. We have noted the amount of straight tubing that remained to produce the header as pictured for the engine location as noted above. Your application may differ.

Also, because on bending machine restrictions, tubes #4 and #6 need to be cut before the last curve and rotated to align with the grouping. Tubes #7 & #8 were bent in two pieces and marked as 7A, 7B, 8A and 8B. If you want to aim the exhaust to the rear of the vehicle, cut the collectors to permit a section of a U-bend to be installed.

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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.

Following these cutting instructions should leave approximately 1/2" of tubing sticking through the flange:

Cylinder #	Cut off approx.:	To leave approx. this amount of straight before tangent (start) of 1st bend at A (flange) end.
#1	2-1/2"	1-1/2"
#3	1-1/4"	1-1/2"
#5	3"	1/2"
#7A	1/2"	2-1/2"
#7B	?	2"
#2	2"	1-12"
#4	2-3/4"	3/4"
#6	2"	1-1/2"
#8A	6-3/4"	1-1/4"
#8B	All	0"

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. This header can be as short as 28-1/2" and as long as 31"

Primary tube length	Max engine RPM range
31"	7000 to 8000
30"	8000 to 8500
28-1/2"	8500 to 9000

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Left Side

Right Side



Top View

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