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2-1/4" Pro 1.1 Kit Instructions SB Chev and 440 Mopar

This header kit was prototyped on a small block Chev engine installed in an Alston Pro Gas car with A-Arm front suspension. The engine was located within the Alston parameters. This kit has been adapted to many other brands of chassis and engine locations with little modification.

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 in a fashion that is intended to have a few inches of tubing cut from the flange end of each tube. Also because of bending machine restrictions, several tubes require cutting, removing some straight material and/or rotating the pipe and re-welding as indicated in the instructions below:

| Cylinder | Cut from A (flange) end | Cut & remove between 1st & 2nd bend |
|----------|-------------------------|--|
| #1 | 3" | 2-1/4" |
| #3 | 4-1/4" | 2-7/8" |
| #5 | 3-1/2" | 1/8" & rotate to line up with flange |
| #7 | 3-3/4" | |
| #2 | 4" | |
| #4 | 4-3/4" | 2-1/2" |
| #6 | 4-1/2" | 3/4" |
| #8 | 4" | Cut & rotate between 2nd & 3rd bends to line up with flange and other tubes. |

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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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