



1515 MT. ROSE AVE. - York, PA 17403
Phone: (717) 846-1632 Fax: (717) 854-9486 E-mail: sales@stahlheaders.com

Small Block Pro 1.0 Kit Instructions
Small Block Chevrolet and 440 Mopar

This header kit was prototyped on a Small Block Chev engine installed in a late 1970's Don Ness strut suspension car. The kit has been adapted to many other brands of chassis and engine locations with changes.

DO NOT remove the band from the tubes until you are sure what you are doing. It will help keep the pipes in alignment.

You must cut and weld #7 cylinder tube. Measure 10" from the flange end of the pipe along the outside radius of the bend, then cut the pipe using a tubing cutter to achieve a concentric cut. Then rotate the cut off piece and weld.

The kit was bent intending to have material removed from the flange end of each tube. 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.

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

Used By The Country's Quickest And Fastest