

**PARTS LIST FOR #6450 (HITEMP COATED)
& #6452 (BARE) HEADER S/B 62-67 CHEVY II**

<u>NO.</u>	<u>QTY</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>
1	1	3644	Header gasket S/B Chevy
2	1	5122	Header driver side, 1 ¾ tube, 3" collector
3	1	5123	Header passenger side, 1 ¾ tube, 3" collector
4	6	3122	Bolt 3/8-24 x 1 ½ hex cap screw
5	6	3224	Lockwasher 3/8 medium
6	6	3259	Hex nut 3/8-24 plated
7	12	3448	Header flange bolt 5/16 12 point 3/8-16 x 1"
8	1	3642	Gasket 3" collector x 3 holes on 3 7/8" bolt circle
9	2	5127	Collector reducer 3" to 2 ¼ -3 bolt style

Chassisworks headers are designed to work with cylinder heads that have stock exhaust port locations. Many cylinder heads have the exhaust ports raised or modified. Angle head milling will also affect header fitment. We suggest leaving the headers in their plastic bag during the initial fit. If the headers do not fit your application, you can return them within 30 days of the purchase date for credit of the purchase price only. The returned parts must be in new condition (no scratches, dents or dings). Chassisworks reserves the right to return to the customer any header kit that is returned in substandard condition.

Hi-Temp Coated headers require special care during and after initial installation. Refer to the "Hi-Temp Coating - Special Instructions" section on reverse side.

There are many manufactures of cylinder heads and several of them have made changes to the basic dimensions of the stock head. These changes will affect how our headers fit because we have built our headers to a close tolerance. Below are suggestions of modifications that can be made during your installation to insure the best fit.

1. Bolt hole resizing of the header flanges.
2. Different spark plugs to gain clearance for spark plug wires.
3. Different spark plug boots or wires to clear the header tubes.
4. Shimming the transmission mount up or down for additional tube clearance to the frame. If the transmission has been relocated from the stock location or replaced with a different model, the header fit may be affected.
5. Minor dimpling or denting of the header tubes.
6. Minor grinding of the header flange around the head bolts.
7. Changing the cylinder head fastener style for more clearance (i.e. 12 point bolts or nuts, no washer or head studs).
8. The shape of the exhaust port may require a gasket change or modification for best seal.

9. Not all cylinder head manufactures use the same specifications on the width, height, and angle of the exhaust ports. If the ports are changed from the stock location in any way, the headers will be too wide to fit between the frame rails.
10. It is a good idea to test fit the headers on the engine prior to installing them. Make changes before you have the headers in the car.

We suggest angle plug heads for better fit. The spark plug clearance will be very tight on the straight plug heads. A shorter length spark plug is available from most vendors. Champion C63YC is a good starting point for a street small block with straight plugs. However, even this spark plug will come very close to some tubes. MSD makes a heat shield material that should be wrapped around the tubes that have spark plug boot interference.

Refer to your Installation Guide #7700 for assembly procedure.

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Hi-Temp Coating - Special Instructions

Installation

1. Wipe with rubbing alcohol before installing.
2. Install headers
3. After installed, wipe headers with rubbing alcohol.
4. Start car for 5 minutes, shut off, let cool.
5. Start car for 10 minutes, shut off, let cool.

Care and Maintenance

Periodic cleaning of your parts can be accomplished by using a clean cloth dampened with mineral spirits or any other cleaning products that DO NOT contain caustics or acids. Once all foreign matter has been removed, the coating may be polished with a clean, soft cloth and a non-abrasive polish such as wheel polish, Mother's Mag, Blue Magic, Metal Magic, Eagle One Mag polish, or any other aluminum polish. For the satin finish coatings, periodic scrubbing with a red or gray Scotch-Bright pad may be useful in removing oils and contaminants from the coating surface. Elbow grease on the tough spots is okay because the coatings are very durable.

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