



INSTALLATION GUIDE

for PART #'s 69030, 69033, 69036

**1982-04 CHEVY S-10 with SB CHEVY 283-400
Long Tube Engine Swap Headers***

READ THIS ENTIRE INSTALLATION GUIDE BEFORE STARTING INSTALLATION!:

- A) These headers were developed with the SB Chevy engine mounted using Trans-Dapt Performance Products' #9906 SB Chevy into S10/S15 Engine Swap Mounts. While competitive products may work, Hedman Hedders cannot ensure a successful installation of these headers when attempting to install with any other engine mounts.
- B) This is a custom designed exhaust header for the applications listed above. Do not bend, bang, cut, dent, drill or heat any portion of this header! Any alteration other than those noted in this instruction sheet will void the Hedman Lifetime Guarantee! To prevent leaks, install your headers using Hedman Hedders exhaust gaskets ONLY, coated with a quality copper gasket sealant spray.
- C) It is necessary to raise the vehicle at least 36 inches from the ground. A floor hoist is recommended, if not available, use a hydraulic floor jack with jack stands. **DO NOT USE A BUMPER JACK or HYDRAULIC JACK ALONE TO SUPPORT RAISED VEHICLE!**

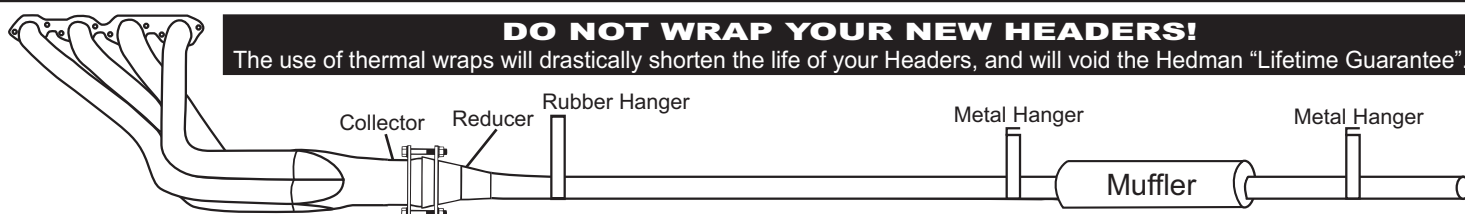
INSTALLATION INSTRUCTIONS:

Since this project involves a non-factory engine transplant, we are unaware if the engine is currently on an engine stand, engine hoist or bolted to the chassis. This installation guide has been prepared as though the SB Chevy engine is already bolted to the vehicle, and has been prepared to receive the new V8 swap headers. There are many steps that must be performed to properly install an SB V8 into your 1982-04 GM S10 or S15 truck, and this installation guide is limited to the installation of the headers only. Please refer to an engine swap guide, or seek the assistance of a qualified auto mechanic regarding any other aspect of your engine swap project.

1. Disconnect battery to prevent electrical system damage.
2. Remove exhaust manifolds and clean the exhaust mounting flange on the head of any debris, old gasket or sealant. Remove the spark plugs (*number wires*), steering shaft, oil dipstick tube (*if necessary*), and entire stock exhaust system.
3. Position the driver side header and insert the front and rear header bolts only (*just a few threads*). It may be necessary to unbolt the driver side engine mount connecting bolt and raise the engine to gain enough clearance to insert the header.
4. Pull the header flange away from the head and hang a prepared header gasket between the head and header flange using the two bolt hooks built into the Hedman gaskets.
5. Install the remaining driver side header bolts and tighten all bolts, working from the inner to outermost bolts.
6. If previously raised, lower the engine, then re-install and torque the engine mount bolt.
7. Repeat steps 3 through 6 for the passenger side.
8. Re-install spark plugs, steering shaft, oil dipstick tube, and front tires if removed.
9. Bolt the header reducers included with these headers to the ball collectors on the headers using the supplied collector bolts and nuts. These reducers (collector adapters) will need to be welded to your vehicle's modified exhaust system.
10. Once the exhaust system is complete, reconnect the battery and all other parts previously removed or disconnected. Closely inspect headers and system to ensure there is proper clearance for all fuel lines, brake lines, wiring, steering components and shift linkage.
11. Start engine and allow it to reach normal operating temperature. Check for leaks. Test drive vehicle and listen for any new or unusual noises. After test drive, allow engine to cool completely then re-torque all header bolts. If you are installing 69030 uncoated headers without first removing the temporary protective black paint, the coating will begin to smoke when the engine heats up. The coating is non-flammable and the smoke will stop after a few minutes, once the coating burns off.

SPECIAL INSTRUCTIONS!

After installing your headers it is very important that your exhaust system be suspended properly. As indicated in the drawing below you must place hangers as close to the header collector as possible. Rubber hangers should be used to allow the front of the system to flex with the engine torque. A hanger is needed before and after the muffler (s). When your exhaust system is unbolted from the header collector, it should remain suspended all by itself. Your Headers Are Not designed to support your exhaust system. Failure to follow these instructions will most likely result in cracks around the area where your primary tubes and collector are welded together, and will nullify your "Lifetime Guarantee".



DO NOT WRAP YOUR NEW HEADERS!

The use of thermal wraps will drastically shorten the life of your Headers, and will void the Hedman "Lifetime Guarantee".

***Not applicable or intended for street or highway use. Legal only for racing vehicles which may never be used upon a public highway.**

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