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2-1/8" Pro 3.1 Kit Instructions Big Block Chevrolet

This header kit was prototyped on a Big Block Chev engine installed in a Chris Alston Chassisworks Elimator with a-arm front suspension by a customer, Todd Fix. It is designed to go out over the frame rails and then come back underneath so the collectors end up between the frame rails. The pipes are numbered for BB Chev. cylinders. The kit was bent intending to have material removed from the flange end of each tube.

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.

Cylinder	Cut from A (flange) end	Cut/Remove & Weld
#1	4"	3 of straight after 1st bend
#3	4"	
#5	4"	2-1/4" of straight after 1st bend 1" of straight after 3rd bend
#7	4"	3" of straight after 1st bend 3-1/4" of straight after 3rd bend & rotate 180°
#2	4"	
#4	1/2"	
#6	5"	1/2" straight after 1st bend
#8	3-3/4"	3-1/2" straight after 1st bend 3-3/4" straight after 3rd bend

The left grouping should be: 7 1
5 3
The right grouping should be: 2 8
4 6

When installing tubes in the flange, it is advisable to angle grind flanges at cylinder #1, #7, #2.

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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