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2-1/4" Downswept Dragster Instructions SB Chevrolet and BB Mopar

This header kit was prototyped on Spitzer chassis with a Small Block Chev engine but can be used on a BB Mopar as well.

The kit was bent intending to have material removed from the flange end of each tube to achieve the offset you desire. 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. By cutting off some of the straight you can achieve a 2" offset and by leaving the header as bent, the offset will be 7".

Left side:

SB Chevy:

The left side is banded together and can be built as is for SB Chevy.

BB Mopar:

Cut #7 tube before 3rd bend and remove approx. 5/8" between 2nd and 3rd bend and reweld.

Right side:

SB Chevy:

The right side is a mirror image of the left. Due to bender limitations the pipes cannot be banded and must be modified as follows:

- #2: ok as is
- #4 & #6: cut after first bend and rotate 180° and reweld
- #8: cut after first bend and rotate 180° and reweld.
cut before third bend and rotate 180° and reweld.

BB Mopar:

Follow directions above for SB Chevy #2, #4, #6

- #8: cut after first bend and rotate 180° and reweld.
cut before 3rd bend and remove approx. 5/8" straight, rotate 180° and reweld.

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

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