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1-3/4" and 1-7/8" Pro 1.1 Kit Instructions Small Block Chevrolet and 440 Mopar

This header kit was prototyped on a small block Chev engine installed in an Alston Pro Gas car with A-Arm front suspension. The engine was located within the Alston parameters. This kit has been adapted to many other brands of chassis and engine locations with little modification.

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.

DO NOT remove the band from the tubes. It will help keep the pipes in alignment. The kit was bent in a fashion that is intended to have a few inches of tubing cut from the flange end of each tube. Also because of bending machine restrictions, tubes #3 and #4 need to be cut between the A and B curves to remove a piece of straight as indicated in the instructions below:

Cylinder	Cut from A (flange) end	Cut & remove between A & B curve
#1	2-5/8"	
#3	2-7/8"	1-1/2"
#5	3"	
#7	2-5/8"	
#2	2-1/2"	
#4	3"	2-1/4"
#6	3"	
#8	3"	

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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