

## INSTALLATION INSTRUCTIONS

### For Small Block B-body 318 Poly Headers

1-3/4" O.D. primary tubes with 3" collectors

### PLEASE READ INSTALLATION INSTRUCTIONS BEFORE INSTALLING

PART NO. TTI-318B-C2 (Ceramic Coated outside only)  
TTI-318B-C3 (Polished Ceramic Coated outside only)

NOTE: Ceramic Coating is a matte silver finish.



- Fits: 1962-1966 B-bodies with 318 Poly-engines
- Fits with Stock Cylinder Heads
- Clears Automatic or Manual Transmissions
- Clears Floor Shift or Column Shift
  - Some applications with column shift may require modified design Torque Shaft Assembly if the drivers-side stock straight torque shaft rod is mounted below the torsion bar. Torque Shaft Assembly sold separately ([Sheet #SHTC6573TSA](#))
- Must use listed Chrysler High Torque mini Starters only - part no.'s: R53005984, P5249644AB or 56027702AC or P5007860. Mini Starters can easily be changed without removing the header
- Clears Manual or Power Steering, Power Brakes and A/C
- Clears short screw-on oil filters or the 90 degree adapter may be used for this application
- Clears small block Mopar Milodon oil pan part no. MIL30935 & MIL30940
- Clears stock steering linkage
  - Will not clear the quick-ratio extended length pitman arm and idler arm

### ATTENTION: Make sure your engine is located to factory specs

TTI's headers were designed to fit with the engines located to the factory specifications. If the engine is not located correctly in the chassis, the headers will not fit properly. Use the following dimensions to check your engine location before installing your headers. From the center of the crankshaft to the top of the K-frame the correct distance is 5-1/4". The engine is also offset toward the passenger-side. Measure from the center of the crankshaft to each frame rail. The difference should be 3" on 62 thru 65 and 2-1/2" on the 1966. If necessary place shims between the insulator assembly and the K-frame mounting pad to achieve the proper dimensions. The fore and aft location of the engine is also critical. If the engine is positioned to far forward there will be interference with the idler arm and pitman arm. Milling slots in the engine mount brackets and sliding the engine back to achieve clearance can correct this. See attached diagram (sht.#704). With the engine mounted in the correct location the headers will fit properly.

1. Disconnect the negative cable from the battery terminal.
2. Raise the front of the vehicle with an appropriate lifting device and place on jack stands.
3. Remove the cast iron manifolds and the stock exhaust pipes. If you are installing the complete TTI Exhaust System, then remove and discard your entire stock exhaust system, including hangers.
4. Remove the oil filter and the starter. Passenger-side, remove and discard the brace between the engine and the transmission. Automatic transmission cooler lines may require re-routing to clear the header tubes.
5. Now is a good time to check the condition of your engine mounts. If they are worn or deteriorated, replace them now. When the engine is mounted correctly the headers will fit correctly. (Engine mount modification [sheet #SHT704](#))
6. Drivers-side Header: Remove the drivers-side engine mount nuts and raise the engine approximately 1". Use a block of wood between the oil pan and the floor jack.
  - On models with Automatic Transmission and Floor Shift, re-position the adjustable swivel and the lower rod attached to the torque shaft lever. Move them to the upper side of the torque shaft lever to clear the header collector. See modified Torque Shaft Lever illustration. ([Sheet #SHT3703](#))
  - Check the cylinder head sealing surface of the exhaust ports to insure that they are clean. Drain the coolant before removing the original mounting studs and nuts. Insert the header into position from under the car. Place the supplied header gasket into position and install the provided header bolts to secure the header to the cylinder head. Tighten the center bolts first then the end ports. Torque the bolts to 35 lbs. evenly to insure a proper seal.

- Turn the steering wheel to the full right position and install the starter and connect the wiring. Adjust the wiring to insure that there is absolutely no contact with the header. Due to variations in the routing of brake lines, it may be necessary to re-position a brake line to achieve adequate clearance from a header tube. A minimum clearance of 1/2" from a header tube is required. Lower the engine onto the mount and re-install the motor mount nuts.
7. Passenger-side Header: Check the sealing surface of the exhaust ports to insure they are clean. Remove the original mounting studs and nuts. Place the supplied header gasket into position. Turn the steering wheel to the full left position. Insert the header into position from under the car. Use the provided header bolts to secure the header to the cylinder head. Tighten the center bolts first then the end ports. Torque the bolts to 35 lbs. evenly to insure a proper seal. Install the oil filter.
  8. Attach the adapter / reducers to the header collectors with the nuts, bolts and gaskets provided. The 2 1/2" adapter / reducers are 9" long and straight. They may need to be shortened for your application. The 3" adapters are offset.
  9. Re-connect the negative battery cable.
  10. Now that your headers are installed, wipe down the tubes with hot soapy water or an environmentally safe Orange Cleaner Degreaser and a soft cloth to remove any grease or skin oils (finger prints) from the header tube surface. Never use abrasive cleaners.
    - To insure years of service from your ceramic-coated headers, it is suggested to follow our care and maintenance procedures. ([Sheet #SHT0603](#))
  11. Fill the radiator with coolant. Start the engine and check for leaks.

**Re-torque all of the header bolts after approximately 50 miles of driving**

To complete the rest of your exhaust system installation, we highly recommend the use of our TTI Performance Exhaust Systems. The 2-1/2" or 3" O.D. kits will bolt directly to the TTI Headers. Our exhaust systems come complete with all hardware and all new hanger assemblies. They are manufactured with aluminized tubing and are mandrel bent by the latest technology CNC tube benders insuring precision fit on every installation.

Headers supplied with:

- (16) 3/8"-16 x 1" Header Bolts
- (2) Header Gaskets (taped to inside of box)
- (2) Reducers

Reducer kit Includes:

- (2) 3" - 3-bolt 1/16" Reducer Gaskets
- (6) 3/8" - 16 x 1-1/4" Reducer Bolts
- (6) 3/8" - 16 Nuts
- (6) 3/8" Split lock washers

Illustration / Information sheets attached: # SHT0603 - # SHT3703 - # SHTC6573TSA - #SH704

Tube Technologies, Inc.  
 1555 Consumer Circle  
 Corona, CA 92880-1726  
 Ph. (951)371-4878 Fax (951)371-6143  
 E-mail: [info@ttiexhaust.com](mailto:info@ttiexhaust.com)