



INSTALLATION INSTRUCTIONS
For B&E- body 440 1-7/8" Headers
1-7/8" O.D. primary tubes with 3" collectors

PLEASE READ INSTALLATION INSTRUCTION BEFORE INSTALLING

PART NO. TTI440-178C1 (Chrome plated)
TTI440-178C4 (Ceramic Coated w/ a Thermal Barrier inside)
TTI440-178C5 (Polished Ceramic Coated w/ a Thermal Barrier inside)

NOTE: Ceramic Coating is a matte silver finish.

- Fits: 1966-1974 B-bodies & 1970-1974 E-bodies
 - Will not fit A-body applications
- 440 RB-engines
 - Will not fit RB-engines with Indy 440SR heads
- Fits with Stock Heads, Edelbrock Aluminum Cylinder Heads & Stage 5 Heads
 - Will not fit B1 Heads
- Clears the Stock Starter or Chrysler High Torque mini Starters part no.'s: R53005984, P5249644 or 56027702AC
- Clears 11" – 143 tooth flywheel with stock or Chrysler mini starters
- Clears Manual or Power Steering, Power Brakes and A/C
- Clears Automatic or Manual Transmissions / Floor Shift or Column Shift
 - Column shift may require modified Torque Shaft Assembly – Sold separately (Sheet #SHT7174TSA)
- 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 2-1/2". If necessary place shims between the insulator assembly and the K-frame mounting pad to achieve the proper dimensions. With the engine mounted in the correct location the headers will fit properly.

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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. Disconnect the plug wires and remove all of the spark plugs. 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. Disconnect the electrical cables to the starter and remove the starter motor. Drain the engine coolant into a suitable container before removing the exhaust studs in the cylinder heads.
 - The headers can be secured with the stock studs or with the provided header bolts. If using studs, the 2nd stud from the front must be shortened for the tube clearance on both sides.
 - Standard Shift Only: Disconnect and remove the Z-bar. The Z-bar will be reinstalled after the header is in place. Remove the oil stick tube
 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.
 6. Passenger-side Header: Check the sealing surface of the exhaust ports to insure they are clean. Place the supplied header gasket into position on the studs. Turn the steering wheel to the full left position. Insert the header into position from under the car. Use the original studs and nuts or the provided headers 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.
 - It may be necessary to raise the engine if you are using the original studs to secure the header to the cylinder head.
 7. Drivers-side Header: Remove the drivers-side engine mount bolt and raise the engine up approximately 1½". Use a block of wood between the oil pan and the floor jack. Turn the steering wheel to the full left position.
 - Check the sealing surface of the exhaust ports to insure they are clean. Place the supplied header gasket into position on the studs. Insert the header into position from under the car. Before fastening the header to the

cylinder head, place the starter motor into position and tighten the fasteners. Now, lower the engine back down onto the K-frame and re-install the engine mount bolt. Secure the header to the cylinder head. Use the original studs and nuts or 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.

- Connect the wiring to the starter. 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 ½" from a header tube is required.
 - Insert the oil stick tube between the header flange plate and the #1 header tube. Slight bending may be required for proper fit.
 - Re-Install the clutch Z-bar at this time.
8. Attach the adapter / reducers to the header collectors with the nuts, bolts and gaskets provided. The adapter / reducers are 5" long slightly angled, marked Left & Right and may need to be shortened for your application.
9. Re-install the spark plugs, wires and engine coolant. Re-connect the negative battery cable.
11. 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.
- It is normal for Chrome plated headers to discolor almost immediately after firing-up engine.
 - To insure years of service from your ceramic-coated headers, it is suggested to follow our care and maintenance procedures. (Sheet #SHT0603)
11. 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:

- (12) 3/8" 16x1" 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 – SHT#3703 - SHT# SHT7174TSA

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