



INSTALLATION INSTRUCTIONS
For TTI 5.7 Hemi Crate Headers
1-3/4" O.D. primary tubes with 3" collectors

Part no's: **TTI 5.7HC-C4**
TTI 5.7HC-C5

PLEASE READ INSTALLATION INSTRUCTIONS BEFORE INSTALLING

- **Applications:** 1967-1976 A-bodies, 1962-1974 B-bodies & 1970-1974 E-bodies
- **Engine Size:** 5.7 Hemi Crate with OEM cylinder heads only
- **Standard Trans / Floor Shift only:** Clears. Will also clear Keisler 5-speed Trans.
- **Automatic Trans / Floor Shift only:** Application requires the adjustable swivel and lower rod attached to the torque shaft lever to be re-positioned to clear the header collector. Instruction sheet #SHT3703 available for Do-It-Yourself modification.
- **Column Shift:** Will not clear.
- **Manual or Power Steering:** Clears B & E-body applications. A-body applications clear Manual Steering only.
- **Starters:** Must use Lightweight Mini Starters - Chrysler part no's: R53005984, 56027702AC / Mopar Performance part no's: P5249644AB, P5007860, P4286522 or a Power Master Starter part no. 9523. (Mini starters can easily be changed without removing the header)
- **Flywheel / Bell housing (10.5" or 11"):** Modification required to the passenger-side bell housing when running a Lakewood scatter shield / large stick shift bell housing. A half moon shape notch will need to be ground down, approximately 1/4" deep to clear the header tube.
- **Mid Sump Oil Pans:** Charlie's Oil Pans of Norton, OH (330)825-3586 or Milodon Inc. of Simi Valley, CA (805)577-5950.
- **Oil filters:** Must be remote mounted when using TTI engine mounts for this application. A-body applications must use TTI's Filter Blocking Plate (TTI part no. 0200-FBP) with a remote mounted filter kit. A filter blocking plate must be used in conjunction with a remote mounted oil filter. Without a filter assembly, the oil flow to the engine will be blocked and will result in engine failure.
- **Steering Linkage:** Stock only. Will not clear the quick-ratio extended length pitman arm and idler arm.
- **Clutch Linkage:** Hydraulic clutch recommended or modify the Z-bar as required to clear the header.

ATTENTION: Make sure your engine is located to the following specs

Factory Engine Location Specifications: K-members are not all identical and the dimensions must be checked to ensure proper fit. Check your engine location prior to installation of your TTI Headers. TTI 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. If necessary, place shims between the insulator assembly and the K-frame mounting pad to achieve the proper dimensions. Shim kits and engine mounts can be purchased from Schumacher Creative Services of Seattle, WA (206)364-7151.

• **62-65 B-body applications:** 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 towards the passenger-side. Measure from the center of the crankshaft to each frame rail. The difference should be 3".

• **5.7 & 6.1 Hemi Crate applications:** From the center of the crankshaft to the top of the K-frame, the correct distance is 5-5/8" for A-bodies and 5-3/8" for B&E-bodies. The engine is also offset towards the passenger-side. Measure from the center of the crankshaft to each frame rail. The difference should be 3-1/4" for A-bodies and 2-1/2" for B&E-bodies.

INSTALLATION:

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. If you are installing the complete TTI Exhaust System, then remove and discard your entire stock exhaust system, including hangers.

4. Remove the starter. Drivers-side, A-body only, remove the torsion bar and raise the engine approximately 1 ½". Check the sealing surface of the exhaust ports to insure that they are clean and slip the header into position. Lower the engine and fasten to the mount. We recommend Schumacher Creative Services of Seattle, WA (206) 364-7151 for new rubber mount insulators. Position the supplied header gasket into place and bolt the header to the cylinder head with the supplied bolts. Tighten the center bolts first then the end ports. Torque the bolts to 25 lbs. evenly to insure a proper seal.
 - Reinstall the torsion bar by reversing the disassembly procedure. Be extremely careful to re-install all nuts, bolts and pins that were removed.
 - 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 and or proportioning valve to achieve adequate clearance from a header tube. A minimum clearance of ½" from a header tube is required.
5. **Passenger-side Header:** Check the sealing surface of the exhaust ports to insure they are clean. Insert the header into position from under the car. Place the supplied header gasket into position and attach with the supplied header bolts. Tighten the center bolts first then the end ports. Torque the bolts to 25 lbs. evenly to insure a proper seal. Install the oil filter.
6. Attach the adapter / reducers to the header collectors with the nuts, bolts and gaskets provided. The adapter / reducers are 9" long and may need to be shortened for your application.
7. Re-connect the negative battery cable.
8. 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 Header Care and Preventive Maintenance procedures.
9. 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.

Engine Mounts by TTI

Available for 67-72 A-body applications only.
 Sold separately . . . PART # MM57A (Call for pricing)



Available for 66-72 B-body & 70-74 E-body applications only.
 Sold separately . . . PART # MM57BE (Call for pricing)



Note: Rubber insulators not included with Engine Mounts.

Available through Schumacher Creative Services of Seattle, WA. (206) 364-7151 website: www.engine-swaps.com



The stock rubber insulators can be used, but requires modification. See photos below for details or visit our website at: www.ttiexhaust.com

- **A-body:** Passenger-side requires modification.
- **B&E-body:** Drivers-side & Passenger-side requires modification.



Drivers-side



Passenger-side