



## IMPORTANT CHECKLIST FOR CHOOSING THE BEST HEADERS FOR YOUR VEHICLE:

Unlike most other performance parts, Headers snake through your entire engine compartment, increasing the likelihood of fit issues. With 60 years of experience, we know what to look for when choosing a set of headers. This checklist will help identify possible fit issues before you ever place your order. *When aftermarket or non-factory components are in use, you should have model numbers for these parts to help determine compatibility.*

<p><b>VEHICLE YEAR, MAKE, MODEL:</b></p> <ul style="list-style-type: none"> <li>✓ Although some models share common components, it is unwise to assume that a set for one related model or year will fit another.</li> </ul>	<p><b>TRANSMISSION (continued):</b></p> <ul style="list-style-type: none"> <li>✓ Is the clutch linkage or hydraulic controlled?</li> <li>✓ For Trucks, is it 2WD or 4WD?</li> </ul>
<p><b>ENGINE:</b></p> <ul style="list-style-type: none"> <li>✓ Is the engine factory stock, or is it an engine swap?</li> <li>✓ Is the engine in the stock location?</li> <li>✓ Are the heads factory stock, or have they been switched out for a non-stock or aftermarket model?</li> <li>✓ If non-stock heads, are the exhaust ports and spark plugs identical to stock?</li> <li>✓ Do the heads have straight or angle plugs?</li> <li>✓ What is the exhaust port shape?</li> <li>✓ If aftermarket heads, what are the exhaust port dimensions?</li> </ul>	<p><b>SUSPENSION/STEERING:</b></p> <ul style="list-style-type: none"> <li>✓ Does the vehicle have power steering?</li> <li>In the case of Chevy models, does it have close ratio steering?</li> <li>✓ <i>(larger steering box requires additional clearance. Look for footnote #234 in this catalog for headers designed especially for this larger box)</i></li> <li>✓ Has the car been fitted with rack &amp; pinion steering?</li> <li>✓ Has the front clip been changed out for an aftermarket front end (i.e. Heids, TCI)?</li> <li>✓ Has the vehicle been raised or lowered?</li> </ul>
<p><b>ENGINE &amp; TRANSMISSION MOUNTS:</b></p> <ul style="list-style-type: none"> <li>✓ Worn out or broken engine or transmission mounts will change the position of the motor. In some cases, it can cause interference during installation. We always suggest new motor and transmission mounts be installed with new heddors to ensure the engine is in the proper location.</li> </ul>	<p><b>AIR CONDITIONING:</b></p> <ul style="list-style-type: none"> <li>✓ Does the vehicle have air conditioning?</li> </ul> <p><b>EMISSIONS:</b></p> <ul style="list-style-type: none"> <li>✓ Does the vehicle have factory equipped smog/emission equipment installed ?</li> <li>✓ If the vehicle is to be used on public roads, and you live in an area that performs emissions testing, the headers you install must have been issued an E.O. (Executive Order) for them to be street legal.</li> </ul>
<p><b>TRANSMISSION:</b></p> <ul style="list-style-type: none"> <li>✓ Is the transmission automatic or manual?</li> <li>✓ Column or floor shift?</li> <li>✓ What type of clutch is being used?</li> </ul>	<p><b>INTENDED VEHICLE USE:</b></p> <ul style="list-style-type: none"> <li>✓ How will the vehicle be used? Daily driver, just cruise-ins and car shows, trips down the local drag strip? This will factor in with tube size, length and finish.</li> </ul>

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