



INSTALLATION INSTRUCTIONS

"HEMI 5" Headers for Stage V high port cylinder heads

PLEASE READ INSTALLATION INSTRUCTION BEFORE INSTALLING

2-1/4" O.D. primary tubes with 4" collectors

PART NO. TTISTG5-214C1 (Chrome plated)

TTISTG5-214C4 (Ceramic Coated with a Thermal Barrier inside)

TTISTG5-214C5 (Polished Ceramic Coated with a Thermal Barrier)

NOTE: Ceramic Coating is a matte silver finish.

- Fits 1966-1974 B-body and 1970-1974 E-body applications
- Fits Hemi block with Stage V high port cylinder heads
- Clears Automatic or Standard Transmission
- Clears Floor or Column Shift
 - Column shift may require modification to the shift linkage
- Clears Manual or Power Steering
- Recommended: Chrysler High Torque mini Starter part no.'s: P4286522, R53005984, P5249644AB or 56027702AC
 - Hemi old style direct drive starters will not fit with any TTI hemi
- Fits with Schumacher Engine Mounts with 440 K-member or Hemi K-member
- Fits stick shift bell housing with 11" 143 tooth flywheel
- Will not clear large stock stick shift bell housing / Lakewood scatter shield bell housing
 - With slight modification to the bell housing on the passenger-side, clearance can be achieved - A half moon shape notch will need to be ground down approximately 1/4" deep to clear the header tube.
- Will not clear the direct drive starter on 1966-1967 4-speed vehicles
 - Later style bell housing with a mini starter is required
- Clears stock steering linkage
 - Will not clear the quick-ratio extended length pitman arm and the 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. (62-65 B-bodies only: 3" difference)

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1. Disconnect the positive 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 stock exhaust pipes. If you are installing the complete TTI Exhaust System, then remove and discard your entire stock exhaust system, hangers included.
 4. Drivers-side: Remove the starter and the left-side exhaust manifold and the oil dipstick tube.
 - Note:** The oil dipstick tube will require re-bending. See modified Dipstick tube illustration. ([Sheet #502R0105](#))
 - If equipped with Power Steering, remove the left-side motor mount bolt and raise the engine approximately 1-1/2". Use a block of wood between the oil pan and the floor jack. You can now remove the stock cast iron manifold. If equipped with the (3)pc. kick-down linkage, remove the pivot shaft from the transmission case to allow the header to slip into place with less difficulty.
 - On models with Auto 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](#))
 5. Now is a good time to check the condition of your engine mounts. If they are worn or deteriorated, replace them. When the engine is mounted correctly the headers will fit correctly.

6. Drivers-side Header: Turn the steering wheel to the full right stop. Check the sealing surface of the exhaust ports to insure that they are clean and free of any foreign material. Insert the left-side header from under the car. Place the supplied header gasket into position and start one of the header bolts.
 - **Note:** The starter motor must be bolted into position simultaneously with the header. Start all of the remaining header bolts and torque evenly to 35 lbs. to insure a proper seal. Lower the engine down and re-install the motor mount bolt. Connect the starter wires. Inspect for adequate clearance. To achieve adequate clearance between the header and the starter wiring a minimum clearance of 3/8" is required.
 - Re-install the pivot shaft to the transmission case and connect the kick-down linkage.
7. Passenger-side: Remove the right-side motor mount nuts and raise the engine approximately 1/2". Use a block of wood between the oil pan and the floor jack. You can now remove the stock cast iron manifold.
 - **Note:** Since there are no provisions on the header for the hot air tubes to the intake manifold the hot air tubes to the intake may be removed. After removing the cast iron manifold, lower the engine back onto the mount and replace the nuts.
 - If this is a 4-Speed Standard Transmission car it may be necessary to trim a casting ear from the bell housing that will interfere with the #4 header tube. This must be done prior to installation.
8. Passenger-side Header: Check the sealing surface of the exhaust ports to insure they are clean and free of any foreign material. Turn the steering wheel to the full left position. Insert the header into position from under the car. Place the supplied header gasket into position and start all of the header bolts. Tighten the center bolts first then the end ports. Torque the bolts evenly to 35 lbs. to insure a proper seal.
 - Automatic Transmission Only - Attach oil level tube bracket to the rear lower header flange bolt and the oil level tube with the supplied hardware.
9. Attach the adapter / reducers to the header collectors with the nuts, bolts and gaskets provided. The adapter / reducers are 5" to 6" long, marked Left & Right and may need to be shortened for your application.
10. Re-connect the positive 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](#))
12. 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:

- (22) 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 / Instruction sheets attached: # SHT0603 - # 502R0105 - # SHT3703

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