



**PART # 68510 & 68516**  
**INSTRUCTION SHEET**  
**TIGHT TUBES 2" PRIMARY**  
1955-57 CHEVROLET 396-454  
(BIG BLOCK CONVERSION)  
For most Street Rods w/ BBC Engines

**CAUTION!** This is a custom designed exhaust header system, designed for this particular application (s). Do not bend, bang, cut, dent, drill or heat any portion of this header! Any alteration other than those suggested in this instruction sheet will void the Hedman Lifetime Guarantee!  
To prevent leaks, install your headers using Hedman Hedders exhaust gaskets ONLY and a spray copper gasket sealant.

**BEFORE STARTING INSTALLATION:**

It is necessary to raise the vehicle at least 36 inches from the ground. A floor hoist is recommended, if not available, use a hydraulic floor jack with jack stands. **DO NOT USE A BUMPER JACK!**

This header is designed to fit utilizing a front mount kit or Trans-Dapt side motor mount kit #4195 and transmission rear cross-member #4539 and requires use of a small tilton type starter! Tight Tubes are a special design and will require the following to insure a proper fit.

**SUGGESTED TOOLS FOR INSTALLATION:**

- 3/8" ratchet socket set with extensions and universal swivel sockets
- Combination set of open-end wrenches
- Jack stands, screwdrivers, pliers, crescent wrench, hack saw and welder

**NOTE:** Header not verified for use with rack and pinion steering systems.

**INSTALLATION INSTRUCTIONS:**

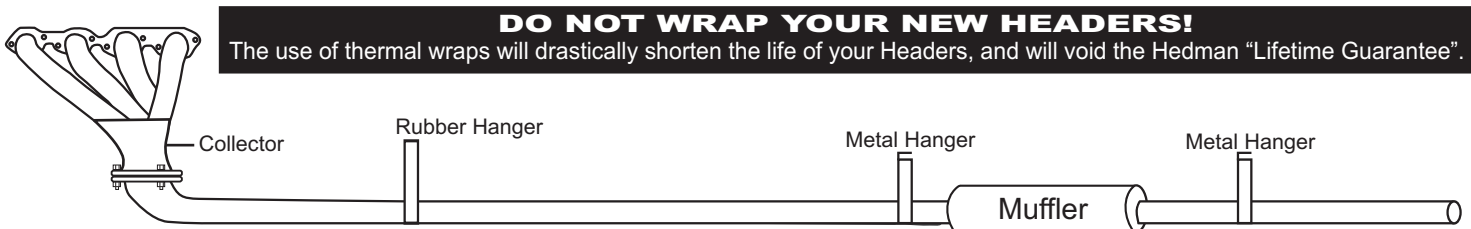
1. Firewall on passenger side must be modified for valve cover & distributor clearances (1955-57 passenger only).
2. Before securing your engine mounts, it is recommended that Header with gasket in place be fitted on left side of engine. This will allow you to make sure there is adequate clearance to steering box and pitman arm.
3. When the left side has been done, install the right header, with gasket in place checking to make sure you have clearance to idler arm, frame and any other possible interferences.
4. With the right and left sides of the header in place, you may secure your motor and transmission mounts.
5. Tighten all the header bolts securely and complete the rest of your conversion (electrical, radiator, starter, alternator or generator, fuel lines etc., making sure all have proper clearances).
6. Using reducers supplied with header, modification will be needed to install exhaust system.
7. Start engine, test drive vehicle allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises. After test drive is completed, re-tighten Header bolts.

**IMPORTANT:** Avoid damage to spark plug wires by using a Hi-Temp silicone spark plug wiring system designed for your application.

**ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL ECONOMY WITH BETTER PERFORMANCE.**

**SPECIAL INSTRUCTIONS!**

After installing your headers it is very important that your exhaust system be suspended properly. As indicated in the drawing below you must place hangers as close to the header collector as possible. Rubber hangers should be used to allow the front of the system to flex with the engine torque. A hanger is needed before and after the muffler (s). When your exhaust system is unbolted from the header collector, it should remain suspended all by itself. Your Headers Are Not designed to support your exhaust system. Failure to follow these instructions will most likely result in cracks around the area where your primary tubes and collector are welded together, and will nullify your "Lifetime Guarantee".



**WARNING:** Removal of catalytic converters and other factory air pollution control devices is illegal. We recommend you adhere to your state's local laws. Our testing indicates performance is not significantly affected by these devices.