



## PART # 78500 & 78506 (TIGHT TUBE) INSTRUCTION SHEET

318-360 A TYPE ENGINE  
DODGE PLYMOUTH A, B & E BODIES STREET RODS

**NOTE:** The (Tight Tube) header requires that a Mini-Hi Torque starter McLeod # 810158 or exactly the same style starter be used!

**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!**

### PRE-INSTALLATION INSTRUCTIONS:

1. Disconnect battery. Remove all spark plugs and wires.
2. Remove stock exhaust system from cast iron exhaust manifolds right and left sides. Move to the sides at the time.
3. Remove right and left cast iron exhaust manifolds.
4. Remove engine starter motor, and the center bolt from the left side of the motor mount only!

### INSTALLATION INSTRUCTIONS:

#### LEFT SIDE:

1. Raise engine approx. 1", with gaskets in place, install left side header from above. Re-using stock nuts with stock studs, or by removing studs and using the header bolts supplied with the kit. **DO NOT TIGHTEN AT THIS TIME!**
2. Lower the engine back down onto the motor mount and replace the center bolt and tighten.
3. Tighten stock nuts or hedder bolts at this time!
4. Install new mini starter at this time! (McLeod # 810158)

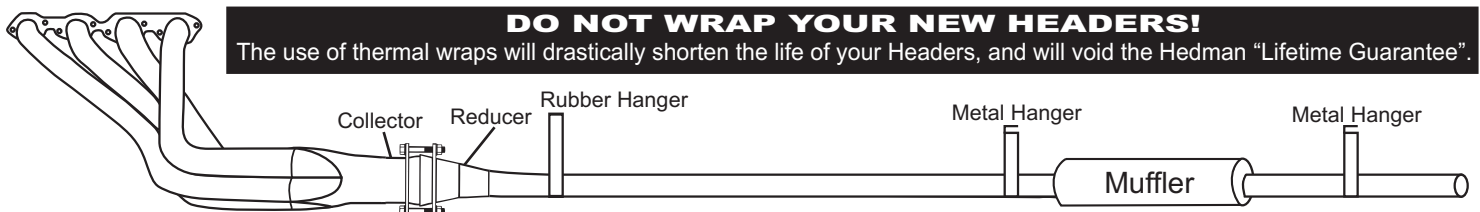
#### RIGHT SIDE:

1. With gaskets in place, install right hedder from above. (Use the same procedure as the Left side.)
2. Tighten stock nuts or header bolts at this time!
3. Re-connect battery and check for proper clearance on all lines and linkage.
4. Install spark plugs and wires.
5. Carefully reconnect the exhaust system previously laid aside by modifying, cutting and welding into place! Be sure to support the exhaust system properly, using proper hangers in the front section of the exhaust and at the mufflers. Remember the headers are not designed to support the exhaust system.
6. Now that the installation is complete be sure to check that you have sufficient clearance for all electrical, fuel, and brake lines etc, before starting the engine.
7. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises. After test drive allow engine to cool and re-tighten all header bolts.

**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.