

CASTLE HEADERS

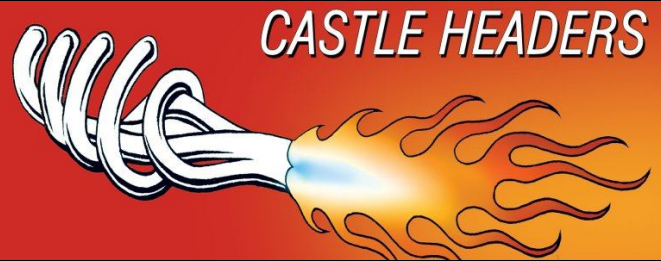
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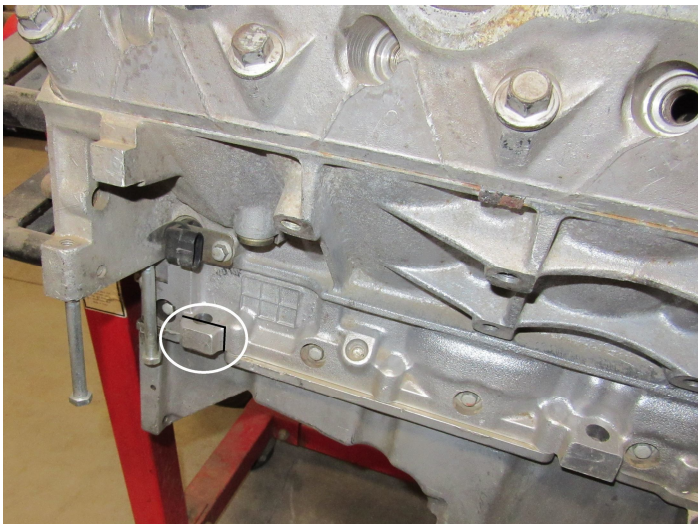
CH-80A and CH-80B Fitting Instructions

These Instructions are for the CH-80A and CH-80B headers. The CH-80A headers have 1 7/8" primaries and require the lug on the engine block (shown in image) to be removed. If it's not removed the headers will not fit. It is not necessary to remove it for the CH-80B headers that have 1 3/4" primaries. For extra room it is best to remove Brake Booster and other large items in the engine bay.

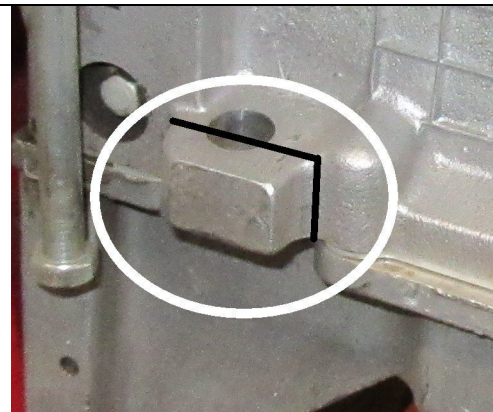
- 1 - Remove all Spark Plugs
- 2 - We recommend the use of a hoist for header fitment.
- 3 - Cut lug off engine block Drivers Side, refer to Fig 1 picture below.
- 4 - Body seam on sub frame needs to be folded back on the sub frame, Refer to Fig 2 next page
- 5 - Unbolt rack from steering column and mounting bracket, If Power rack remove hydraulic lines.
- 6 - Loosely fit engine into engine bay.
- 7 - Lift engine and pull forward of engine mounts.
- 8 - First lower the driver side header from the top into engine bay, then the passenger side next.
- 9 - Lower engine push back past engine mounts (depending on transmission you may have to lower the back of the trans to allow engine to go back far enough)
- 10 - Loosely bolt headers to engine.
- 11 - Refit steering Power Rack hydraulic lines, steering column and bolt to mounting brackets.
- 12 - Position engine on engine mounts and bolt up.
- 13 - Fit gaskets and bolt up headers.

Note: We recommend using Permatex Ultra Blue RTV silicone gasket maker. This is Cat Converter and Oxy sensor safe.

FIG 1



The lug on the driver's side of the block must be removed for the CH-80A Headers.



Black line indicates where to cut

CAE Performance Products recommends all work be carried out by qualify personal.

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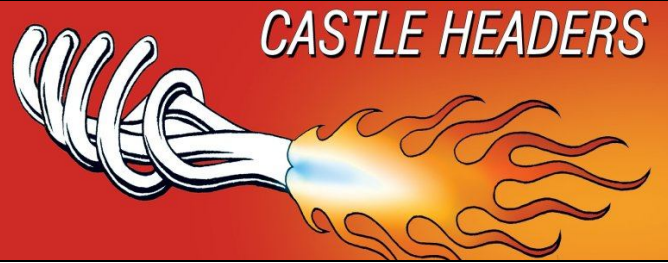


Fig 2

This picture shows the lip on the drivers side sub frame that should be folded back. The lip should be folded back from the fire wall to the area as shown and up to the engine mount.

It is not necessary to fold at all, but will give more clearance and much better chance of the headers not hitting.



This picture shows the lip on the passenger side sub frame that should be folded back. The lip should be folded back from the fire wall to the area as shown and up to the engine mount.

It is not necessary to fold at all, but will give more clearance and much better chance of the headers not hitting.