

Header Option List

Originally by MrBuick (Magnum)

Currently produced Headers for the 94-96 LT1/L99 cars.

This is for Parts reference only. These might not be the cheapest locations to get them. Figure prices as a ball park. Also some offer options such as EGR, AIR, Hook-up pipes, Cats, different coating types.

*Note that some offer the option bolt in, some don't. Prices will be given for both if possible.

Header Parts of interest

Header gaskets, for the head flange.

Earls Pressure Masters

<http://www.summitracing.com/parts/EAR-29DD3BERL?autof%2520ilter=1&part=EAR%252D29DD3BERL&N=700+300501+42948861%252022+115&autoview=sku>

For Tri-Y, Budget heads, Quad-1's, or Long Tube Headers. Generally regarded as the BEST sealing, and lasting header gasket. There is a metal frame that the header and head sandwich. There is a soft Material "insert" that does the actual sealing. These inserts are replaceable, and the frames can be reused. Might be a good idea to get extra inserts incase you have to remove the headers, and the inserts won't re seal. There are other options, but these are very proven. In many cases, you only have to retighten the header bolts once, with these gaskets. Other gaskets tend to require tightening a few more times after heat cycles. *note that they are a THICK gasket, and might cause header to frame clearances on some headers, such as the Flowtechs. If this happens, you might try a thinner gasket, such as felpro's, mr gasket, percy's, etc.



Header bolts

Summit Part #ARP 400-1210

<http://www.summitracing.com/parts/ARP-400-1210/>

Thread Size: 3/8-16 in.

Head Style: External 12-point

Underhead Length (in): 1.000 in.

Underhead Length (mm): 25mm

Fastener Material: Stainless steel

Fastener Finish: Natural

They have 12pt 5/16" heads. More clearance to get socket or box end wrench around. Why buy 12 when for the same price you can get 16 (just incase you lose one)



Export Pipes

<http://www.clearimageautomotive.com/Products/Exhaust.htm>

Export pipes you can use to delete the cat pipes on your car. goes in place of the manifold to catback pipes, that have the Cats in them.



EGR Delete plates

<http://www.clearimageautomotive.com/EGR%20Block-off%20Kit.htm>



Headers

*Note that if they are not coated, they are either Raw steel, or painted. If they are painted, the paint tends to burn off. The paint is intended to keep them from rusting in their box. Unless the headers are Stainless, it is strongly urged that you have a coating on them. And even then, there are different grades of stainless. some better than others in terms of retaining heat, and not rusting. The coating does three things. 1. Keeps the heat in the headers, to protect other items under the hood, like wiring, sensors, spark plug wires, A/C lines, etc. 2. Protect the headers from rusting. 3. Potentially help the car produce more power by retaining heat.

*Note: If you buy them painted, you can sand blast the paint off, or do what I did: Use paint stripper to remove the paint, and then use Laquer Thinner on a 100% cotton rag/shop towel to get the last bits off. I found that the Laquer thinner worked better, and faster than the paint stripper, but I went thru quite a few rags, as they got over satuated, and wouldn't remove much more. Once they are Bare steel or If you purchase them Raw, you could always spray them with a Ceramic Enhanced Header paint in a rattle can(spray paint), made by VHT or Dupli-color. which you can get at Meijers, Autozone, etc.

I know of a couple guys who have done this, and not had under hood heat issues. There was even an article in Car Craft Magazine, about them doing this to a set of 49100 flowtechs, to get a cheap effective header coating.

There are different types of headers, for different situations. Some locations require your headers to be C.A.R.B. Emissions Legal. Some retain the factory Cat pipes, and Cats in the stock location, and some bolt right to the factory cat pipes. Some require custom pipes to bolt to the factory Catback, and Some offer it as an option, and some offer high flow cats as a bolt in option.

There are also different headers from a performance standpoint, such as shorty's, mid length, long tube, in either a Tri-Y, or 4-1 setup.

It is generally accepted that long tubes are the way to go for the most performance, and that the only reason to use shorties is if your emissions test requires it, or you just can't bring yourself to use a non bolt-in setup, and can't afford the lng tubes that offer true bolt in. It is also generally Accepted that Tri-Y's will make the most power until around 5000-5500 RPM, and then past that 4-1 headers will make more power.

***Summit Performance Headers: \$90**

<http://www.summitracing.com/parts/SUM-G9001/>

Painted, check next listed. These look like JUST like the black jack headers.



***Summit Performance Headers, Coated: \$190**

<http://www.summitracing.com/parts/SUM-G9001-9/>

Long Tube, 1 5/8", 3" collector, steel, coated, require custom hook-up pipes to the factory catback (See Note), No O2 sensor bungs. I'm 99% sure these are the same as dynamax's 85001/86001's. There was a guy who does many LT1 builds, claiming they will fit. I have Successfully installed a set of these. I am still not 100% done.



***Dynomax Black Jack headers: \$130**

<http://www.summitracing.com/parts/WLK-85001/>

Painted, check next listed.

***Dynomax Headers, Coated: \$330**

<http://www.summitracing.com/parts/WLK-86001/>

Long Tube, 1 5/8", 3" collector, steel, coated, require custom hook-up pipes to the factory catback (See Note), No O2 sensor bungs, Minor fitment issues on some cars. Check the Summit Headers for an install thread for these (pretty sure they are the same!)



***Flowtech Afterburner Headers: \$190**

<http://www.summitracing.com/parts/BIG-49100FLT/>

Painted. Check next listing.

***Flowtech Afterburner Headers, coated: \$340**

<http://www.summitracing.com/parts/BIG-49100-1FLT/>

Long Tube, 1 5/8", 3" collector, steel, coated, require custom hook-up pipes to the factory catback (See Note), No O2 sensor bungs, unless purchased from Jet Hot, Minor fitment issues on some cars. Sometimes hits the passengers side frame rail, which could require minor grinding of the weld bead area. Many guys have used these are a cheap alternative to the \$\$\$ headers. I currently have a set on my 96 Caprice, and they fit decent. they are extremely close to the passenger side frame rail.



*Note: Clear Image Auto now offers Custom hook-up pipes to the factory catback. But they do require some Fabrication. They also offer a Custom "X" Cross over that bolts directly to them. See parts of interest.

***Headman Elite Headers, coated: \$360**

<http://www.summitracing.com/parts/HED-68298/>

Long Tube, 1 5/8", 3" collector, steel, coated, require custom hook-up pipes to the factory catback, No O2 sensor bungs. The first tube on each side goes UP & over, on these, instead of UNDER and over on most other cheaper headers. This suggests they might clear the A/C on the pass side. There is a member running these, but it was on a 91-93, which can un-bolt the frame braces. He said one side cleared, and the other was very close. I am waiting on installed pics of them, and might try these myself. It looks like they would clear the frame brace better than the summit/dynomax headers, but I can't be certain.



***BBK Shorty Headers, coated: \$500**

<http://www.summitracing.com/parts/BBK-15950/>

Shorty Header, 1 5/8", 2.5" collector, Steel, coated. Bolts to stock catpipes with a piece welded on for both sides.



***Edelbrock TES Headers, coated: \$520**

<http://www.summitracing.com/parts/EDL-66033/>

Coated, check next listing.

***Edelbrock TES Headers, coated: \$600**

<http://www.summitracing.com/parts/EDL-66032/>

Shorty Header, 1 5/8", 2.5" collector, Stainless Steel, coated. Bolts to stock catpipes with a piece welded on for the pass side.



***Hooker Super Comp Headers: \$390**

<http://www.summitracing.com/parts/HOK-2063HKR/>

Painted. Check next listing

***Hooker Super Comp Headers, Coated: \$630**

<http://www.summitracing.com/parts/HOK-2063-1HKR/>

Shorty Header, 1 3/4", 3" collector, Steel, Coated. Bolts to the stock cat pipes.



Clear Image Automotive

They were the driving force behind having the Tri-Y Headers, and Quad-1 Headers Designed, and produced. They Continue to offer new products for the Impala SS, and B-body community.

*Note: Any Header CIA produces, can also be special ordered to fit the LO3 & LO5 engines(91-93 cars).

***CIA Tri-Y Headers: \$575**

***CIA Tri-Y Headers, coated: \$795**

<http://www.clearimageautomotive.com/Products/Exhaust/TriY.htm>

Mid Length, 1 5/8" into 2", 2.5" collector, steel, Raw Steel unless coated. You have a # of options such as AIR fittings. Hook-up pipes, to the factory Catback: \$90. with dumps for cut outs: \$250.

Check the site for other prices, and packages.



***CIA GEN II Tri-Y Headers: \$745**

***CIA GEN II Tri-Y Headers, coated: \$970**

<http://www.clearimageautomotive.com/Products/Exhaust/Gen%20II%20TriY.htm>

Mid Length, 1 5/8" into 2", 2.5" collector, steel, Raw Steel unless coated. You have a # of options such as AIR fittings. Hook-up pipes, to the factory Catback: \$100. with dumps for cut outs: \$225.

Check the site for other prices, and packages.



***CIA Quad 1 Headers, 304 stainless: \$1275**

***CIA Quad 1 Headers, 304 stainless, coated: \$1,525**

***CIA Quad 1 Headers: \$755**

***CIA Quad 1 Headers, coated: \$1,005**

<http://www.clearimageautomotive.com/Products/Exhaust/Quad1.htm>

Long Tube, 1 5/8" or 1 3/4", 3" collector, steel, Raw Steel unless coated. You have a # of options such as 1 3/4" primary's, AIR fittings. Hook-up pipes, to the factory Catback: \$125. with dumps for cut outs: \$240.



***CIA Tri-Y Headers for 91-93 Wagons-Sedans**

<http://www.clearimageautomotive.com/91%20-%2093%20Caprice.htm>



Focuztech

<http://www.focuztech.com/>

***Focuztech Tri-Y headers: \$525**

***Focuztech Tri-Y headers, coated: \$820**

<http://www.focuztech.com/product/tri-y-headers-for-caprice-impala-ss.html>

Mid Length, 1 5/8" into 2", 2.5" collector, steel, coated. You have a # of options such as AIR fittings, EGR. Hook-up pipes, to the factory Catback: \$90. with dumps for cut outs: \$275. With High Flow Cats: \$300



***Focuztech Tri-Y headers, 304 Stainless: \$1,275**

***Focuztech Tri-Y headers, 304 Stainless, coated: \$1545**

<http://www.focuztech.com/product/new-stainless-steel-304-tri-y-headers-for-caprice-impala-ss.html>

Mid Length, 1 5/8" into 2", 2.5" collector, 304 stainless steel, coated. You have a # of options such as AIR fittings, EGR. Hook-up pipes, to the factory Catback: \$80. with dumps for cut outs: \$135. With High Flow Cats: \$300



***Focuztech Long Tube Header Offerings**

<http://www.focuztech.com/products-by-type/exhaust-parts-and-components/headers/four-tube-headers/>

