



8.2 Litre Performance Parts
Albuquerque, New Mexico

HEADER FLANGE CONVERSION KIT

- ⊕ Cut flanges off of your Big Block Chevy or Ford headers that fit your chassis. Do not remove any more of the radius than is necessary.
- ⊕ Use some sort of straight edge for a reference so that you keep the ends of the tubes in plane when trimming them.
- ⊕ Heat and bend the outer tubes approximately 3/4" to make them line up with the exhaust port centers.
- ⊕ If you purchased flanges with square port holes, square up the ends of the tubes before tucking them inside the Cadillac flanges. You can use a piece of wooden 2X2 to make a forming die.
- ⊕ Tack the tubes in place, and then trial fit both sides.
- ⊕ When you have the clearance for the starter, steering, oilpan, crossmember, wires, and whatever else might come in contact with the header or the collector, pull them out.
- ⊕ At this point, you may take them to a muffler or welding shop for the next step, depending on your welding skills.
- ⊕ Clamp the flanges to the welding bench, and weld them up on the outside. Be sure you have clearance for the mounting bolts. Bolting them to a cylinder head is even better (so there is a use for 425 heads...) As always, weld small sections at a time, moving often from one area to another to avoid excessive heat buildup in one area, thereby reducing the change of warpage.
- ⊕ Thank you for choosing Cad Company's Best Engineered Parts for the Cadillac 472", 500, and 425" engines. Feel free to call with any questions or suggestions, and hey . . . A *compliment* every now and then would be welcome _____ 😊