Swap Headers  Header Flanges  Tight Radius Elbows  Collector Flanges  Tubing

321 Stainless

LIFETIME WARRANTY
The last set of headers you'll ever have to buy
Even in older cars and trucks which have more open space under the hood than today’s vehicles, you often find issues of conflict between the steering system, accessory brackets and other underhood components. This is compounded with engine swaps so common with performance enthusiasts today - such as a big block Chevy in a ’55 Chevy or an LS-series engine in a Mazda Miata - and their quest for more power, or just to have something more unique.

Another problem is bending the tubing. A rule of thumb for bending tubing without kinking is the radius of the bend cannot exceed the diameter of the tube. For example, to bend a 2” diameter tube, the radius cannot be less than 2”. And, as the tube is bent, the outer portion of the tube is stretched, thinning the wall thickness. This is a problem with the turn-out of the exhaust port, where the exhaust gases are at the highest temperature and velocity. The high temperature gas, acting on the thinner sidewall will eventually weaken the header.

The Ultimate Header Solution

Realizing these problems, the engineering team at Ultimate Headers created a unique solution to address the problem.

That solution is an engineered stainless steel investment casting bend, which would create the turn with a radius much tighter than the limited traditional bending process. The investment casting also holds the desired wall thickness uniformly from end to end. The result, more compact headers, keeping the exhaust system in a narrower space envelope!

The result - BIG TUBES for TIGHT PLACES!

• Holds the header tubes in a compact area, very close to the engine block.
• Keeps the header tubes out of the way of the steering shaft and accessory mounting points
• Available in 2 designs -- rear-dump or block-hugger -- helps muscle car and street rod owners install late-model LS-series GM engines
• 1-7/8” (1.875") diameter tubes
• 0.049” tube sidewall thickness
• Solves exhaust system installation headaches
**Table Of Contents**

**SWAP HEADERS***
- GM LS Engines, Swept Back Design ......................................................... 4
- GM LS Engines, Version II .......................................................................... 5
- GM LS Engines, Offset Center ..................................................................... 6
- GM LS Engines, Street Rod ......................................................................... 7
- GM LS/LSX Engines Long Tube, 1st & 2nd Gen Camaros ............................. 8
- GM LS/LSX Engines Long Tube for Art Morrison Tri-Five Chassis ............. 8
- Small Block Chevy .................................................................................... 10
- GM LS Engines, 1949-1954 Chevy Pickup ................................................ 14
- GM LS Engines, Chevy Corvette, 1963-1982 .............................................. 15
- GM LT1/LT4, 1st & 2nd Gen Camaro ......................................................... 16
- Ford Coyote for Early Ford Mustang .......................................................... 17
- Ford Windsor w/ “ Z ” and Other Similar Performance Heads with the Dual Mounting Pattern (2 & 3 inch) ...................................................... 18

**HEADER FLANGES**
- GM LS Engines & Small Block Chevy Flange & Collector Kit ...................... 19
- GM LT1/LT4 Engines ................................................................................ 20
- Small Block Chevy Flange & Collector Kit .................................................. 21
- Ford Windsor Z-Heads ............................................................................... 22

**TIGHT RADIUS ELBOWS**
- Tight Radius Elbows .................................................................................. 23

**COLLECTOR FLANGES**
- Lightweight Cast Stainless Steel 3-Bolt Flanges ........................................... 24
- Extreme Low-Profile Clamps ..................................................................... 25

**TUBING**
- Tubing ....................................................................................................... 26

**REFERENCE MATERIAL**
- 321 Stainless ............................................................................................. 26-27
- Dyno Results .............................................................................................. 28-29

*All headers are not legal for Street or Off Highway use in California or in states that have adopted California Emissions Regulations and are intended for Closed Course Competition only.
Part Numbers, Specs, Pricing

Applications:
- 1st Gen Camaro with Detroit speed subframe
- '68 - '72 GM A-Body
- '91 - '96 GM B-Body

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>101011</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,049.00</td>
</tr>
<tr>
<td>101012</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,372.00</td>
</tr>
<tr>
<td>101013</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,695.00</td>
</tr>
<tr>
<td>101014</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,349.00</td>
</tr>
<tr>
<td>101015</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,349.00</td>
</tr>
</tbody>
</table>

Dimensions

Finishes

- As Cast Flange/ Mill Finish on Tubing
- Satin Flange/ Satin Finish on Tubing
- Mirror Polished Flange/ Mirror Polished Finish on Tubing
- Mirror Polished Flange/ Silver Ceramic Finish on Tubing
- Mirror Polished Flange/ Black Ceramic Finish on Tubing

- Patented design (U.S. Patent US D700,554 S)
- Includes premium corrosion and heat-resistant ARP (Automotive Racing Products) 12-point, 300 grade stainless steel bolts and washers
- Large (1-7/8") 321 Stainless Steel header tubes
- Header tubes are mounted high and tight, makes a very compact, space efficient package
- Package includes everything needed for the installation -- headers, ARP 12-point Stainless Steel bolts & washers and Cometic MLS (Multi Layer Stainless) header

Swap Headers
GM LS Engines, Swept Back Design

LIFETIME WARRANTY
The last set of headers you'll ever have to buy

Applications:
- 1st Gen Camaro with Detroit speed subframe
- '68 - '72 GM A-Body
- '91 - '96 GM B-Body

Part Numbers, Specs, Pricing

Applications:
- 1st Gen Camaro with Detroit speed subframe
- '68 - '72 GM A-Body
- '91 - '96 GM B-Body
Swap Headers
GM LS Engines, Version II 1st Gen Camaro with Factory Sub-Frame & Steering Box

Part Numbers, Specs, Pricing

Applications:
- 1st Gen F-Body with stock subframe and steering box
- ‘70 - ‘81 F-Body
- ‘62 - ‘67 X-Body

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>101021</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,049.00</td>
</tr>
<tr>
<td>101022</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,372.00</td>
</tr>
<tr>
<td>101023</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,695.00</td>
</tr>
<tr>
<td>101024</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,349.00</td>
</tr>
<tr>
<td>101025</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,349.00</td>
</tr>
</tbody>
</table>

Dimensions

Finishes

- As Cast Flange/ Mill Finish on Tubing
- Satin Flange/ Satin Finish on Tubing
- Mirror Polished Flange/ Mirror Polished Finish on Tubing
- Mirror Polished Flange/ Silver Ceramic Finish on Tubing
- Mirror Polished Flange/ Black Ceramic Finish on Tubing

- Patented design (U.S. Patent US D700,554 S)
- Includes premium corrosion and heat-resistant ARP (Automotive Racing Products) 12-point, 300 grade stainless steel bolts and washers
- Large (1-7/8") 321 Stainless Steel header tubes
- Header tubes are mounted high and tight, makes a very compact, space efficient package
- Package includes everything needed for the installation -- headers, ARP 12-point Stainless Steel bolts & washers and Cometic MLS (Multi Layer Stainless) header

LIFETIME WARRANTY
The best set of headers you'll ever buy or it's free!

Applications:

- Part Numbers, Specs, Pricing
- Dimensions
- Finishes

The last set of headers you'll ever have to buy
LIFETIME WARRANTY
LIFETIME WARRANTY
### Part Numbers, Specs, Pricing

Applications - LS Engines into:
- Camaro
- Chevelle
- Nova
- Corvette

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>101031</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,049.00</td>
</tr>
<tr>
<td>101032</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,249.00</td>
</tr>
<tr>
<td>101033</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,695.00</td>
</tr>
<tr>
<td>101034</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,349.00</td>
</tr>
<tr>
<td>101035</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,349.00</td>
</tr>
</tbody>
</table>

### Dimensions

- 14.8 in.
- 14.5 in.
- 3.4 in.
- 2.2 in.
- 1.21 in.
- 8.06 in.

### Finishes

- As Cast Flange/ Mill Finish on Tubing
- Satin Flange/ Satin Finish on Tubing
- Mirror Polished Flange/ Mirror Polished Finish on Tubing
- Mirror Polished Flange/ Silver Ceramic Finish on Tubing
- Mirror Polished Flange/ Black Ceramic Finish on Tubing
Swap Headers
GM LS Engines, Center Exit 1932 Ford
& Similar Narrow Chassis

Image Coming Soon!

Part Numbers, Specs, Pricing
Applications - LS Engines into:
• 1932 Ford & Similar Narrow Chassis

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>101041</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,049.00</td>
</tr>
<tr>
<td>101042</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,249.00</td>
</tr>
<tr>
<td>101043</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,695.00</td>
</tr>
<tr>
<td>101044</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,349.00</td>
</tr>
<tr>
<td>101045</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,349.00</td>
</tr>
</tbody>
</table>

Dimensions

Finishes

- As Cast Flange/ Mill Finish on Tubing
- Satin Flange/ Satin Finish on Tubing
- Mirror Polished Flange/ Mirror Polished Finish on Tubing
- Mirror Polished Flange/ Silver Ceramic Finish on Tubing
- Mirror Polished Flange/ Black Ceramic Finish on Tubing

• Patented design (U.S. Patent US D700,554 S)
• We highly recommend the use of our Extreme Low Profile Clamps to add to the end of the collector

LIFETIME WARRANTY
The best set of headers you’ll ever buy or we’ll buy them back!
Part Numbers, Specs, Pricing

Applications:
- 1st Gen & 2nd Gen Camaro

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>102021</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,195.00</td>
</tr>
<tr>
<td>102022</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,675.00</td>
</tr>
<tr>
<td>102023</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,970.00</td>
</tr>
<tr>
<td>102024</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,495.00</td>
</tr>
<tr>
<td>102025</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,495.00</td>
</tr>
</tbody>
</table>

Dimensions

<table>
<thead>
<tr>
<th>COLLECTORS ARE ANGLED UP-2°</th>
</tr>
</thead>
</table>

Finishes

- As Cast Flange/ Mill Finish on Tubing
- Satin Flange/ Satin Finish on Tubing
- Mirror Polished Flange/ Mirror Polished Finish on Tubing
- Mirror Polished Flange/ Silver Ceramic Finish on Tubing
- Mirror Polished Flange/ Black Ceramic Finish on Tubing

- Patented design (U.S. Patent US D700,554 S)
- Includes premium corrosion and heat-resistant ARP (Automotive Racing Products) 12-point, 300 grade stainless steel bolts and washers
- Large (1-7/8") 321 Stainless Steel header tubes
- Header tubes are mounted high and tight, makes a very compact, space efficient package
- Package includes everything needed for the installation -- headers, ARP 12-point Stainless Steel bolts & washers and Cometic MLS (Multi Layer Stainless) header

Applications:
- GM LS/LSX, 1st & 2nd Gen Camaro
Long Tube Headers
GM LS/LSX for Art Morrison
Tri-Five Chassis

• Please place your order for these headers through tech@artmorrison.com
• Patented design (U.S. Patent US D700,554 S)
• Jig fixture, TIG welded for precise quality control
• Easy to install
• Header tubes are mounted high and tight, makes a very compact, space efficient package
• Eye catching flanges add dramatic improvement to the engine compartment
• Includes everything needed for the installation -- headers, ARP 12-point Stainless Steel bolts & washers and Cometic MLS (Multi Layer Stainless) header

Part Numbers, Specs, Pricing

Applications:
• Art Morrison Tri-Five Chassis
• Header comes with low profile clamps and 12” extension to take you past the cross member

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>102071A</td>
<td>1-7/8”</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,403.00 retail</td>
</tr>
<tr>
<td>102072S</td>
<td>1-7/8”</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,696.00 retail</td>
</tr>
<tr>
<td>102073M</td>
<td>1-7/8”</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,925.00 retail</td>
</tr>
<tr>
<td>102074S</td>
<td>1-7/8”</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,625.00 retail</td>
</tr>
<tr>
<td>102075B</td>
<td>1-7/8”</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,625.00 retail</td>
</tr>
</tbody>
</table>

Dimensions

Finishes

As Cast Flange/
Mill Finish
on Tubing

Satin Flange/
Satin Finish
on Tubing

Mirror Polished Flange/
Mirror Polished Finish
on Tubing

Mirror Polished Flange/
Silver Ceramic Finish
on Tubing

Mirror Polished Flange/
Black Ceramic Finish
on Tubing
Swap Headers
Small Block Chevy, 1-5/8" Primary with 2-1/2" Cast Collector, Center Exit

• Patented design (U.S. Patent US D700,554 S)
• Ultimate Headers’ investment cast 316L Stainless Steel head flanges deliver the new standard of unique, classic appearance merged with high strength 321 Stainless Steel tubes for heat resistance, great looks
• Unique investment cast 316L Stainless Steel collector delivers increased exhaust flow and exits parallel with the oil pan rail
• Perfect for Street Rods, Custom Cars and Trucks

### Part Numbers, Specs, Pricing

Applications:
- Small Block Chevy, 1-5/8" Primary with 2-1/2" Cast Collector, Center Exit

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>201011</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$595.00</td>
</tr>
<tr>
<td>201012</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$695.00</td>
</tr>
<tr>
<td>201013</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$995.00</td>
</tr>
<tr>
<td>201014</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$795.00</td>
</tr>
<tr>
<td>201015</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$795.00</td>
</tr>
</tbody>
</table>

### Dimensions

- [Image of dimensions diagram]

### Finishes

- As Cast Flange/ Mill Finish on Tubing
- Satin Flange/ Satin Finish on Tubing
- Mirror Polished Flange/ Mirror Polished Finish on Tubing
- Mirror Polished Flange/ Silver Ceramic Finish on Tubing
- Mirror Polished Flange/ Black Ceramic Finish on Tubing
**Part Numbers, Specs, Pricing**

**Applications:**
- GM A-Body, 1964-1972

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>102081</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,195.00</td>
</tr>
<tr>
<td>102082</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,675.00</td>
</tr>
<tr>
<td>102083</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,970.00</td>
</tr>
<tr>
<td>102084</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,495.00</td>
</tr>
<tr>
<td>102085</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,495.00</td>
</tr>
</tbody>
</table>

**Dimensions**

- **16.4**
- **3.4**
- **11.6**
- **11.6**
- **16.4**
- **21.7**
- **26.3**
- **21.7**
- **26.3**

**Finishes**

- As Cast Flange/ Mill Finish on Tubing
- Satin Flange/ Satin Finish on Tubing
- Mirror Polished Flange/ Mirror Polished Finish on Tubing
- Mirror Polished Flange/ Silver Ceramic Finish on Tubing
- Mirror Polished Flange/ Black Ceramic Finish on Tubing

**Patented design** (U.S. Patent US D700,554 S)
- Includes premium corrosion and heat-resistant ARP (Automotive Racing Products) 12-point, 300 grade stainless steel bolts and washers
- Large (1-7/8") 321 Stainless Steel header tubes
- Header tubes are mounted high and tight, makes a very compact, space efficient package
- Package includes everything needed for the installation -- headers, ARP 12-point Stainless Steel bolts & washers and Cometic MLS (Multi Layer Stainless) header
**Part Numbers, Specs, Pricing**

Applications:
- GM A-Body, 1968-1972

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>302011</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,249.00</td>
</tr>
<tr>
<td>302012</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,395.00</td>
</tr>
<tr>
<td>302013</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,695.00</td>
</tr>
<tr>
<td>302014</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,499.00</td>
</tr>
<tr>
<td>302015</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,499.00</td>
</tr>
</tbody>
</table>

**Dimensions**

**Finishes**

- As Cast Flange/ Mill Finish on Tubing
- Satin Flange/ Satin Finish on Tubing
- Mirror Polished Flange/ Mirror Polished Finish on Tubing
- Mirror Polished Flange/ Silver Ceramic Finish on Tubing
- Mirror Polished Flange/ Black Ceramic Finish on Tubing

- Patented design (U.S. Patent US D700,554 S)
- Includes premium corrosion and heat-resistant ARP (Automotive Racing Products) 12-point, 300 grade stainless steel bolts and washers
- Large (1-7/8") 321 Stainless Steel header tubes
- Header tubes are mounted high and tight, makes a very compact, space efficient package
- Package includes everything needed for the installation -- headers, ARP 12-point Stainless Steel bolts & washers and Cometic MLS (Multi Layer Stainless) header

**Applications:**
- GM A-Body, 1968-1972
Part Numbers, Specs, Pricing

Applications:

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>102041</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,195.00</td>
</tr>
<tr>
<td>102042</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,675.00</td>
</tr>
<tr>
<td>102043</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,970.00</td>
</tr>
<tr>
<td>102044</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,495.00</td>
</tr>
<tr>
<td>102045</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,495.00</td>
</tr>
</tbody>
</table>

Dimensions

Finishes

- As Cast Flange/Mill Finish on Tubing
- Satin Flange/Satin Finish on Tubing
- Mirror Polished Flange/Mirror Polished Finish on Tubing
- Mirror Polished Flange/Silver Ceramic Finish on Tubing
- Mirror Polished Flange/Black Ceramic Finish on Tubing

- Patented design (U.S. Patent US D700,554 S)
- Includes premium corrosion and heat-resistant ARP (Automotive Racing Products) 12-point, 300 grade stainless steel bolts and washers
- Large (1-7/8") 321 Stainless Steel header tubes
- Header tubes are mounted high and tight, makes a very compact, space efficient package
- Package includes everything needed for the installation -- headers, ARP 12-point Stainless Steel bolts & washers and Cometic MLS (Multi Layer Stainless) header
Swap Headers
GM LS Engines, 1949 - 1954
Chevy Pickup

- Patented design (U.S. Patent US D700,554 S)
- We highly recommend the use of our Extreme Low Profile Clamps to add to the end of the collector

Part Numbers, Specs, Pricing

Applications - LS Engines into:
- 1949 - 1954 Chevy Pickups

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>101051</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,049.00</td>
</tr>
<tr>
<td>101052</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,372.00</td>
</tr>
<tr>
<td>101053</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,695.00</td>
</tr>
<tr>
<td>101054</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,349.00</td>
</tr>
<tr>
<td>101055</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,349.00</td>
</tr>
</tbody>
</table>

Dimensions

11.4

Finishes

As Cast Flange/ Mill Finish on Tubing
Satin Flange/ Satin Finish on Tubing
Mirror Polished Flange/ Mirror Polished Finish on Tubing
Mirror Polished Flange/ Silver Ceramic Finish on Tubing
Mirror Polished Flange/ Black Ceramic Finish on Tubing
### Part Numbers, Specs, Pricing

**Applications - LS Engines into:**
- 1963-1982 Chevy Corvette

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>101061</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,049.00</td>
</tr>
<tr>
<td>101062</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,372.00</td>
</tr>
<tr>
<td>101063</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,695.00</td>
</tr>
<tr>
<td>101064</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,349.00</td>
</tr>
<tr>
<td>101065</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,349.00</td>
</tr>
</tbody>
</table>

### Dimensions

- 1.15
- 1.03
- 1.03
- 23.32
- 27.25
- 11.83
- .35
- .35

### Finishes

- As Cast Flange/Mill Finish on Tubing
- Satin Flange/Satin Finish on Tubing
- Mirror Polished Flange/Mirror Polished Finish on Tubing
- Mirror Polished Flange/Silver Ceramic Finish on Tubing
- Mirror Polished Flange/Black Ceramic Finish on Tubing

- Patented design (U.S. Patent US D700,554 S)
- Jig fixture, TIG welded for precise quality control
- Easy to install
- Rear dump design positions the tubes away from steering shafts and frame rails
- Header tubes are mounted high and tight, makes a very compact, space efficient package
- Eye catching flanges add dramatic improvement to the engine compartment
- Package includes everything needed for the installation -- headers, ARP 12-point Stainless Steel bolts & washers and Cometic MLS (Multi Layer Stainless) header

**LIFETIME WARRANTY**
The best set of headers you'll ever buy. Not back!
(U.S. Patent US D700,554 S)
- Includes premium corrosion and heat-resistant ARP (Automotive Racing Products) 12-point, 300 grade stainless steel bolts and washers
- Large (1-7/8”) 321 Stainless Steel header tubes
- Header tubes are mounted high and tight, makes a very compact, space efficient package
- Package includes everything needed for the installation -- headers, ARP 12-point Stainless Steel bolts & washers and Cometic MLS (Multi Layer Stainless) header

Applications - LT1/LT4 Engines into:
• 1st Gen Camaro

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>112071</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,295.00</td>
</tr>
<tr>
<td>112072</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,585.00</td>
</tr>
<tr>
<td>112073</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,895.00</td>
</tr>
<tr>
<td>112074</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,499.00</td>
</tr>
<tr>
<td>112075</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,499.00</td>
</tr>
</tbody>
</table>

Dimensions

Finishes

As Cast Flange/ Mill Finish on Tubing
Satin Flange/ Satin Finish on Tubing
Mirror Polished Flange/ Mirror Polished Finish on Tubing
Mirror Polished Flange/ Silver Ceramic Finish on Tubing
Mirror Polished Flange/ Black Ceramic Finish on Tubing
Swap Headers
5.0 Ford Coyote for Early Ford Mustang

Part Numbers, Specs, Pricing

Applications:
- 5.0 Ford Coyote for Early Mustang

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>471011</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,095.00</td>
</tr>
<tr>
<td>471012</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,295.00</td>
</tr>
<tr>
<td>471013</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,495.00</td>
</tr>
<tr>
<td>471014</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,195.00</td>
</tr>
<tr>
<td>471015</td>
<td>1-7/8&quot;</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,195.00</td>
</tr>
</tbody>
</table>

Dimensions

Finishes

- As Cast Flange/ Mill Finish on Tubing
- Satin Flange/ Satin Finish on Tubing
- Mirror Polished Flange/ Mirror Polished Finish on Tubing
- Mirror Polished Flange/ Silver Ceramic Finish on Tubing
- Mirror Polished Flange/ Black Ceramic Finish on Tubing

- Patented design (U.S. Patent US D700,554 S)
- Jig fixture, TIG welded for precise quality control
- Easy to install
- Rear dump design positions the tubes away from steering shafts and frame rails
- Header tubes are mounted high and tight, makes a very compact, space efficient package
- Eye catching flanges add dramatic improvement to the engine compartment
- Package includes everything needed for the installation - headers, ARP 12-point Stainless Steel bolts & washers, and Cometic UltraSeal™ gaskets
Swap Headers
Ford Windsor with “Z” & Other Similar Performance Heads with the Dual Mounting pattern (2 & 3 Inch) for Early Mustang

- Patented design (U.S. Patent US D700,554 S)
- Includes premium corrosion and heat-resistant ARP (Automotive Racing Products) 12-point, 300 grade stainless steel bolts and washers
- Large (1-7/8”) 321 Stainless Steel header tubes
- Header tubes are mounted high and tight, makes a very compact, space efficient package
- Package includes everything needed for the installation - headers, ARP 12-point Stainless Steel bolts & washers, and Cometic UltraSeal™ gaskets

Part Numbers, Specs, Pricing

Applications:
- Ford Windsor with “Z” and other similar performance heads with the dual mounting pattern (2 & 3 inch) for Early Mustang

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Tube Gauge</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>401021</td>
<td>1-7/8”</td>
<td>18 gauge</td>
<td>Mill</td>
<td>$1,195.00</td>
</tr>
<tr>
<td>401022</td>
<td>1-7/8”</td>
<td>18 gauge</td>
<td>Satin</td>
<td>$1,195.00</td>
</tr>
<tr>
<td>401023</td>
<td>1-7/8”</td>
<td>18 gauge</td>
<td>Mirror Polish</td>
<td>$1,449.00</td>
</tr>
<tr>
<td>401024</td>
<td>1-7/8”</td>
<td>18 gauge</td>
<td>Ceramic Coated Silver</td>
<td>$1,349.00</td>
</tr>
<tr>
<td>401025</td>
<td>1-7/8”</td>
<td>18 gauge</td>
<td>Ceramic Coated Black</td>
<td>$1,349.00</td>
</tr>
</tbody>
</table>

Dimensions

Finishes

- As Cast Flange/ Mill Finish on Tubing
- Satin Flange/ Satin Finish on Tubing
- Mirror Polished Flange/ Mirror Polished Finish on Tubing
- Mirror Polished Flange/ Silver Ceramic Finish on Tubing
- Mirror Polished Flange/ Black Ceramic Finish on Tubing
- Patented design (U.S. Patent US D700,554 S)
- Feature aerospace derived engineering techniques and metallurgical processes
- 316L Grade Stainless Steel delivers a very strong casting with heat and corrosion resistance
- Flange rib design gives exceptional strength and reduced weight
- A perfect match with Unique Headers 316L Stainless Steel cast tight radius header elbows
- Runs cooler due to increased surface area, thus further reducing tendency to warp

### Part Numbers, Specs, Pricing

<table>
<thead>
<tr>
<th>Model</th>
<th>Part Number</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Motors LS</td>
<td>104011</td>
<td>As Cast</td>
<td>$135.00 (Set of 4)</td>
</tr>
<tr>
<td></td>
<td>104013</td>
<td>Mirror Polish</td>
<td>$199.00 (Set of 4)</td>
</tr>
</tbody>
</table>

### Finishes

- Mirror Polish
- As Cast
- Mirror Polish Flange
- Mirror Polish Elbow
- Patented design (U.S. Patent US D700,554 S)
- Feature aerospace derived engineering techniques and metallurgical processes
- 316L Grade Stainless Steel delivers a very strong casting with heat and corrosion resistance
- Flange rib design gives exceptional strength and reduced weight
- A perfect match with Unique Headers 316L Stainless Steel cast tight radius header elbows
- Runs cooler due to increased surface area, thus further reducing tendency to warp

<table>
<thead>
<tr>
<th>Model</th>
<th>Part Number</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Motors LT1/LT4</td>
<td>104026</td>
<td>As Cast</td>
<td>$165.00</td>
</tr>
</tbody>
</table>
The last set of headers you’ll ever have to buy
LIFETIME WARRANTY

**Header Flanges**
Small Block Chevy Flange & Collector Kit

- **Patented design (U.S. Patent US D700,554 S)**
- Feature aerospace derived engineering techniques and metallurgical processes
- 316L Grade Stainless Steel delivers a very strong casting with heat and corrosion resistance
- Flange rib design gives exceptional strength and reduced weight
- A perfect match with Unique Headers 316L Stainless Steel cast tight radius header elbows
- Runs cooler due to increased surface area, thus further reducing tendency to warp

**Part Numbers, Specs, Pricing**

<table>
<thead>
<tr>
<th>Model</th>
<th>Part Number</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Block Chevy Flange &amp; Collector Kit</td>
<td>204011</td>
<td>As Cast</td>
<td>$175.00</td>
</tr>
<tr>
<td></td>
<td>204022</td>
<td>Satin</td>
<td>$200.00</td>
</tr>
<tr>
<td></td>
<td>204033</td>
<td>Mirror Polish</td>
<td>$225.00</td>
</tr>
</tbody>
</table>

**Finishes**

- **Flange & Collector Kit As Cast**
- **Flange & Collector Kit Mirror Polish**
Ford Windsor Z-Heads
Modular Flange/Elbow System

The last set of headers you’ll ever have to buy

LIFETIME WARRANTY

Tight Radius Elbows

Model Part Number Description Finish List Price

Ford Windsor Z-Heads

404012 1.872" Flange Satin $180.00 (set of 8)
404013 1.872" Flange Cast $135.00 (set of 8)
404014 1.872" Flange Mirror Polish $210.00 (set of 8)
995013 1.875" Elbow Cast $11.90 each

Patented design (U.S. Patent US D700,554 S)

Coming Soon!
Applications for standard Windsor heads - Big Tubes!

Part Numbers, Specs, Pricing
Tight Radius Elbows

- For 1-7/8" (1.875") diameter tubes
- End-to-end sidewall thickness -- 0.065"
- High heat, stress resistant investment cast 316L Stainless Steel alloy
- Holds the header tubes in a compact area, very close to the engine block
- Tight turns help keep exhaust tubing away from steering shafts and frame rails
- The perfect complement to Ultimate Headers Cast Stainless Steel Flanges
- **NOTE**: Ultimate Headers recommend TIG welding with 309L Stainless Steel wire

<table>
<thead>
<tr>
<th>Part Number, Specs, Pricing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Part Number</strong></td>
</tr>
<tr>
<td>995015</td>
</tr>
</tbody>
</table>
Ultimate Headers Cast Stainless Steel 3-bolt Flanges are designed for use in a normal straight installation where there are no alignment problems.

All Ultimate Headers cast stainless steel flanges deliver equal clamping force as the typical 3/8" mild steel flange, but are 30% lighter.

Cast from 316L Stainless Steel and will not rust.

The flanges feature a beveled inner edge which nests against the flare in the pipes, for added uniform clamping forces to the joint.

Include Cometic MLS (Multi Layer Stainless) collector gaskets.

3" OD

<table>
<thead>
<tr>
<th>Type</th>
<th>Part Number</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard 3-bolt</td>
<td>996015</td>
<td>Mirror Polish</td>
<td>$115.00</td>
</tr>
<tr>
<td>3&quot; Dia. (Pairs)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Collector Flanges**

**Extreme Low Profile Clamps**

- Allow up to a 13° offset to facilitate easier exhaust system installation
- Uses rugged detachable, claw-style hinge
- Increased ground clearance
- Quick, easy installation
- For 2-1/2” or 3” pipe
- Includes slip-in back-up mandrel to assure leak-free, air-tight junction
- Uses ARP hex head, 5/16” stainless steel bolt, washers, nut to secure the joint
- Includes radiused flair tubing stubs

---

**Part Number, Specs, Pricing**

<table>
<thead>
<tr>
<th>Type</th>
<th>Part Number</th>
<th>Tube Diameter</th>
<th>Finish</th>
<th>List Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extreme Low Profile Clamps (Pairs)</td>
<td>997303</td>
<td>3”</td>
<td>Mirror Polish</td>
<td>$230.00 (Pair)</td>
</tr>
<tr>
<td></td>
<td>997301</td>
<td>3”</td>
<td>As Cast</td>
<td>$208.00 (Pair)</td>
</tr>
<tr>
<td></td>
<td>997253</td>
<td>2.5”</td>
<td>Mirror Polish</td>
<td>$210.00 (Pair)</td>
</tr>
<tr>
<td></td>
<td>997251</td>
<td>2.5”</td>
<td>As Cast</td>
<td>$188.00 (Pair)</td>
</tr>
</tbody>
</table>

---

**Tubing Coming Soon!**
321 Premium grade Stainless Steel delivers an additional margin of superior durability over other stainless steel options.

Ultimate Headers looked to the qualities of Stainless Steel as a material for several reasons. It is very durable and has excellent strength characteristics at elevated temperatures. By adding titanium to the basic nickel/chromium steel alloy, 321 grade Stainless Steel proved to have increased the resistance to material fatigue and thermal cracking required for high heat environments.

Battle Proven
Born in World War II, 321 Stainless Steel delivered a lightweight, heat-resistant and durable material for aircraft engine exhaust manifolds.
Race Proven
The motorsports world has embraced 321 Stainless Steel for durability, lightweight and structural strength in extreme temperature environments. These characteristics make it very useful across a wide range of motorsport applications.

From drag racing, NASCAR, IndyCar, and endurance road racing -- all the way to Formula One, 321 Stainless Steel is the material used to assure the exhaust system will carry the car to the finish line without failure.

An added benefit is reduced header weight. Thanks to 321 Stainless Steel’s strength at elevated temperatures, tube wall thickness can be reduced, saving valuable weight, while preserving durability.

Ultimate Headers has tapped the “no failure” mind set of racing professionals to utilize the same materials and processes these experts use to get to the finish line - first.
Performance is an equally important aspect to design at Ultimate Headers. Ultimate Headers has performance tested its headers on the dynos of respected, independent high performance engine shops.

It is critical that our headers can be a straightforward installation in the tight quarters of a real world engine swap - such as a late model GM LS-series engine in a 1968 Camaro or a Chevelle. **BIG TUBES in TIGHT PLACES** makes performance and easy installation a reality. Our goal is to provide you with headers which perform even **BETTER** than they look, with an uncomplicated installation.

**Dyno Testing of Ultimate Headers**

Ultimate Headers has undertaken a comprehensive testing program, using outside, independent engine testing facilities to determine the effectiveness and efficiency of the Ultimate Header design and product.

The first comprehensive dynamometer testing (February 2013) was done at the very highly regarded Katech, Inc. engineering facility (Clinton Township, Mich.), with Ultimate Headers installed on a 427 cu in LS7 engine. On back-to-back-to-back comparison tests, using the LS3 cast iron manifold, the GM Corvette ZO-6 hydro-formed stainless steel manifold and Katech’s “house” long-tube step headers, the Ultimate Headers performed exceptionally well.

The long tube, step header design has long been known for helping produce strong horsepower and torque numbers. The Ultimate Headers LS Swap Header, with its short tubes, would be considered to be at somewhat of a disadvantage in torque and power.

### Results of Katech, Inc. Dyno Testing

<table>
<thead>
<tr>
<th>Header</th>
<th>Peak Horsepower @ RPM</th>
<th>+/- Horsepower</th>
<th>Peak Torque (ft-lb) @ RPM</th>
<th>+/- ft-lb Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stock Corvette LS3 cast iron</td>
<td>531 hp @ 6000 rpm</td>
<td></td>
<td>513 ft-lb @ 4500 rpm</td>
<td></td>
</tr>
<tr>
<td>Ultimate Headers LS Swap Headers</td>
<td>579 hp @ 6000 rpm</td>
<td>+48 hp</td>
<td>560 ft-lb @ 4500 rpm</td>
<td>+47 ft-lb</td>
</tr>
<tr>
<td>ZO-6 Corvette Exhaust Manifold</td>
<td>561 hp @ 6000 rpm</td>
<td></td>
<td>548 ft-lb @ 4400 rpm</td>
<td></td>
</tr>
<tr>
<td>Ultimate Headers LS Swap Headers</td>
<td>579 hp @ 6000 rpm</td>
<td>+18 hp</td>
<td>558 ft-lb @ 4400 rpm</td>
<td>+10 ft-lb</td>
</tr>
<tr>
<td>Katech Long Tube Step Headers</td>
<td>581 hp @ 6000 rpm</td>
<td></td>
<td>556 ft-lb @ 4400 rpm</td>
<td></td>
</tr>
<tr>
<td>Ultimate Headers LS Swap Headers</td>
<td>579 hp @ 6000 rpm</td>
<td>-2 hp</td>
<td>562 ft-lb @ 4400 rpm</td>
<td>+6 ft-lb</td>
</tr>
</tbody>
</table>
The Ultimate Headers LS Swap Header design outperformed the stock GM LS3 cast iron header by a significant margin in both torque and power through the entire RPM range.

Against the Corvette ZO-6 manifold, which has hydro-formed stainless steel tubes surrounded by a stainless steel envelope, the Ultimate Headers LS Swap Header closely matched the ZO-6 manifold to 3750 rpm, and then surpassed it with +18 horsepower and +10 ft-lb of torque. The ZO-6 manifold represents General Motors most innovative high performance production emissions legal exhaust to date, and to exceed its strong performance levels is a significant achievement.

Against the long tube step headers, there was the expected gap in torque (and somewhat less in power) at engine speeds below 4000 rpm. However, by 4000 rpm, the Ultimate LS Swap Header caught and basically matched the torque and power curves to 6500 rpm. A crucial point is this: in LS engine swaps, the long tube design is often not an option for headers.

Ultimate Headers will continue dyno testing its products. This will include chassis dyno testing to evaluate the headers under simulated vehicle operating conditions.

We feel our customers need to know the Ultimate Headers not only are the Ultimate in design, and appearance, but can deliver the muscle to the street or track.

![Graphs showing dyno results comparing Ultimate Headers to competitors']
For information on our products or to find a dealer, e-mail info@ultimateheaders.com
To request a quote, e-mail sales@ultimateheaders.com