



Sigma6 Header Installation tips.

**Congratulations on your purchase of the revolutionary Primatech Motorsports Sigma6 header!
We know you will enjoy this performance upgrade as much as we do.**

Removal of Factory Manifolds:

1. As with all repair and maintenance work performed on your OHC, first disconnect the battery's positive cable.
2. Remove the air cleaner and disconnect all of the throttle linkage at the carburetor. (If you have a 1967 Firebird, you will be removing and replacing the linkage from the firewall to the bell crank also.)
3. Disconnect the vacuum lines leading to the carburetor after carefully labeling all of them.
4. Disconnect the fuel line.
5. Disconnect any throttle return springs, noting their location.
6. Disconnect any vacuum lines leading to the manifold, including the PCV valve.
7. Remove the factory manifolds *together* by removing all the bolts and nuts from cylinder head. The manifold set together weighs close to 100 Lbs., so support them and lift them carefully. If applicable, cover the fender to prevent any scratching of the paint.
8. Remove the old head gasket.

Cleaning:

1. Separate the intake manifold from the exhaust manifold by removing the three nuts and bolts (and studs) holding them together.
2. Inspect the manifold studs in the cylinder head. (Primatech carries a replacement stud kit to replace broken, rusty, bent or stripped studs. Contact us with your needs.)

1967 Firebird Throttle linkage installation:

1. Remove the hex nut from the firewall side of the throttle pedal shaft
2. Remove the throttle linkage arm.
3. Remove the plastic bushing. Replace if worn, damaged or cracked.
4. Install the bushing, new throttle linkage arm and hex nut.
5. Torque the hex nut to 10-20 Lb.-Ft.

Header Installation:

1. Install the intake exhaust manifold gasket against the head. Use no sealant of any kind.
2. Install the upper header first.
3. Install and tighten the outer two bolts finger-tight only.
4. Install the intake manifold over the two central studs.
5. Install the large cast washers and nuts over these two studs, and tighten finger-tight only.



6. If the installation includes the factory intake manifold, the hexagonal spacers (supplied) must be installed over the outermost "common" bolts/studs. These spacers are not required for most aftermarket and all Primatech intakes.
7. Install the last two bolts with cast washers finger-tight.
8. Evenly tighten the bolts from the center outward, torquing just past finger tight
9. Torque in 10 Lb.-Ft. increments to 30 Lb.-Ft., from the center outward.
10. Install the header flange gasket and lower header.
11. Install 5 of the 6 bolts from the top down. Torque the nuts/bolts to 20 Lb.-Ft.
12. Install the ball connection with two nuts and bolts. Install the bolt heads (with flat washers) on the header side of the connection, with the lock washers under the nuts.
13. Torque the bolts to 30 Lb.-Ft.

For any questions or technical assistance, contact Primatech Motorsports at the number below.

Thank you for purchasing our products!