

## late idea

Posted by rd7839 - 02 Dec 2014 16:00

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I know it's a little late to propose any new changes now but I thought I'd at least plant the seed, maybe for next years discussion? I also want to get others opinions on this as it goes against everything I always campaign for, not spending money.

I've been looking for a new header as my factory one was cracked. We welded it up but it had already been fixed once before and failed and will undoubtedly again soon. I've been checking the junkyards and all the ones I've found so far are cracked or missing. A guy said he had one I could have for free and said it was not cracked but when I got it today, sure enough it's no better than the one I have. Last time I checked with a Porsche wrecker they wanted a good amount for one. Now I don't know what everyone elses experience is with the tubular header but if it's similar to what I'm seeing maybe it's time to start thinking about a change.

Automotion currently sells the Bursch for \$310 which although is not cheap, it's alot lower than it used to be and with the scarcity of the factory ones maybe it's time for a change. I don't have experience with the header, and maybe it adds horsepower. Maybe I can order one and do dyno runs to see how much and if more maybe some sort of weight penalty can be added while it's faded in.

Any thoughts?

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## Re: late idea

Posted by tcomeau - 17 Dec 2014 06:47

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Ron,

There are 3 generations of factory exhaust manifolds. The only problem is with the middle one.

1983 - 1985.1 used cast iron Manifolds. Bullet proof but heavy at 20lbs per set.

1985.2-1987 ~ or so. used stainless steel tubular manifolds with the gusset on the #1/#4 cylinder half. THESE are the ones that crack. You can repair but they'll crack again. They're light at 7 lbs.

~1988 used stainless tubular as well but they were "jacketed" all around the joints. Again, 7lbs.

These are not rare in my neck of the woods. I sell Cast iron sets for \$75 and 88 style sets for \$125.

We've already been thru the chips and headers deal. People were buying Stahl headers at \$650, plus shipping, plus install, then going to the dyno for hours to flash their chip to get more power than other

drivers.

Let me know if you want manifolds. I currently have a good 88 set in the shop.

...at your service,

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**Re: late idea**

Posted by AgRacer - 17 Dec 2014 15:50

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I might buy a set or two from you at the price to have for my region Tim.

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**Re: late idea**

Posted by cbuzzetti - 22 Dec 2014 07:13

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We should stay away from headers as long as possible. There is power to be made there as well as shifting the TQ and power curve.

It is an endless money pit and moves away from Spec.

Besides &quot;No new rules is better&quot;.

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**Re: late idea**

Posted by joeblow - 22 Dec 2014 08:27

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OK, ready...here is a moment nobody saw coming.....The seas have parted, the day to end all days has arrived.....I agree on this one. No headers!

I know it is a shocker but I dont think opening this one up is a good idea. I have personally spent over \$1000 on a custom set of headers. If the day comes where we cant find any more OEM manifolds then and only then I would like to see a SPEC manufacturer supply a low cost replacement. I dont think we are there yet.

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**Re: late idea**

Posted by Manuel\_M - 31 Jul 2015 19:16

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Hey Tim, do you still have any headers for sale?

Ran across some locally.

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