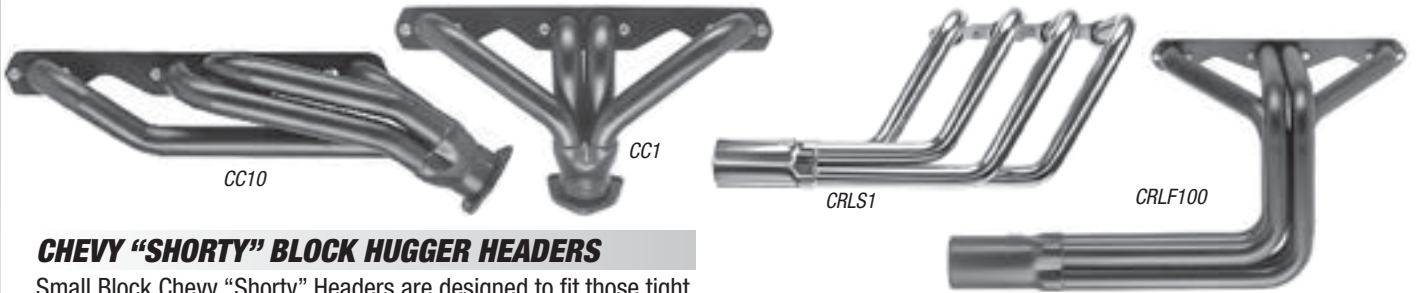


## SANDERSON HEADERS

There are too many applications to list here- Please call if you don't see what you need!



### CHEVY "SHORTY" BLOCK HUGGER HEADERS

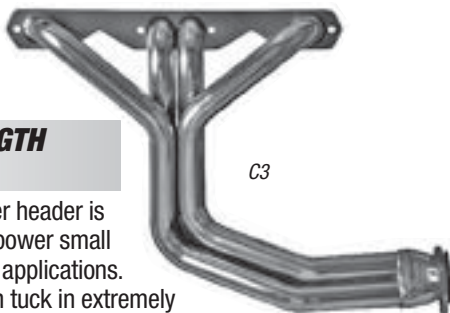
Small Block Chevy "Shorty" Headers are designed to fit those tight applications that other headers won't fit. Tucks within 1/8" of the block and collector flange exits next to the oil pan gasket. Suited for street rods, muscle cars and some late model pickups. Patented machined 3/8" flange requires no gaskets, just a bead of high-temp silicone. Prices are for plain steel.

<b>CC1</b>	<b>Small Block</b> , 1-1/2" tubes, center outlet 1927-48 Ford Cars .....	<b>\$235.00</b>
<b>CC1-5/8</b>	<b>Small Block</b> , 1-5/8" tubes, center outlet 1927-48 Ford Cars .....	<b>\$265.00</b>
<b>CC1-3/4</b>	<b>Small Block</b> , 1-3/4" tubes, center outlet 1927-48 Ford Cars, 62-67 Nova/Must II susp .....	<b>\$315.00</b>
<b>CC10</b>	<b>Small Block</b> , 1-1/2" tubes -64-up Chevelle, rear outlet .....	<b>\$265.00</b>
<b>CC1AP</b>	<b>Chevy Small Block</b> -angle plug.....	<b>\$269.00</b>
<b>LS158</b>	<b>Chevy LS</b> , 1-5/8" tubes, street rods, early pickups .	<b>\$335.00</b>
<b>CS1LS1</b>	<b>Chevy LS</b> , 1-1/2" tubes, 64-up Chevelle .....	<b>\$335.00</b>
<b>CC1T</b>	<b>Chevy Small Block</b> , 1-1/2" tubes extra tight for "T"s, "A"s and 40s Fat Fender rods .....	<b>\$265.00</b>
<b>CC50</b>	<b>Chevy Small Block</b> -1949-54 Chevy Cars.....	<b>\$265.00</b>
<b>CC14</b>	<b>Chevy Small Block</b> -1962-67 Chevy Nova .....	<b>\$265.00</b>
<b>BB1</b>	<b>Chevy Big Block</b> , 1-7/8" tubes, most street rods .	<b>\$315.00</b>
<b>BB6</b>	<b>Chevy Big Block</b> , 1-7/8" tubes, 55-57 Chevy.....	<b>\$355.00</b>
	<b>HPC Coated</b> .....	<b>add \$200.00</b>

### CHEVY FULL LENGTH HEADERS

Full length block hugger header is designed for big horsepower small block Chevys and tight applications. Its 16 gauge tubes with tuck in extremely close to the block and have excellent ground clearance. Patented machined 3/8" flange requires no gaskets, just a bead of high-temp silicone. Gaskets, bolts and street hookups are included. Prices are for plain steel.

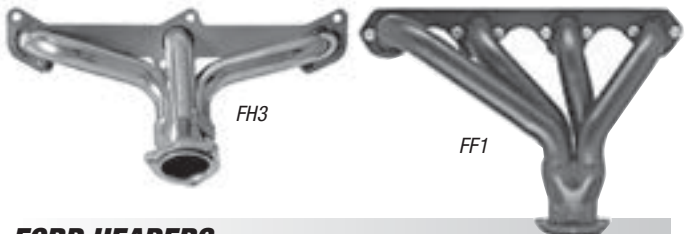
<b>C3</b>	<b>Small Block</b> , 1-1/2" tubes, most street rods ...	<b>\$375.00</b>
<b>C32</b>	<b>Small Block</b> , 1-5/8" tubes, most street rods ...	<b>\$405.00</b>
<b>C33AP</b>	<b>Small Block angle plug heads</b> , 1-3/4" tubes, most street rods .....	<b>\$405.00</b>
<b>C56</b>	<b>Small Block</b> , 1-3/4" tubes, 1955-56 Chevys ...	<b>\$375.00</b>
<b>BB5</b>	<b>Big Block</b> , 1-7/8" tubes, most street rods .....	<b>\$365.00</b>
<b>BB6</b>	<b>Big Block</b> , 1-7/8" tubes, 1955-56 Chevys.....	<b>\$365.00</b>
<b>C567F</b>	<b>Fender Well Small Block</b> 1-3/4" tubes, 1955-56 Chevys Gasser Style .....	<b>\$435.30</b>
	<b>HPC Coated</b> .....	<b>add \$250.00</b>



### ROADSTER HEADERS

Roadster headers fits any Model T through 1934 fenderless application with plenty of front tire clearance. Ceramic coated.

<b>CBR100</b>	<b>SB Chevy</b> , 1-5/8" tubes, w/ 26" mufflers.....	<b>\$829.00</b>
<b>CBR101</b>	<b>BB Chevy</b> , 1-7/8" tubes, w/ 26" mufflers.....	<b>\$879.00</b>
<b>CRLS1</b>	<b>Chevy LS-Series</b> , 1-5/8" tubes, w/ 26" mufflers.	<b>\$829.00</b>



### FORD HEADERS

For small block Ford Windsors (289-302, 351W). Patented machined 3/8" flange requires no gaskets, just a bead of high-temp silicone. Prices are for plain steel. Complete with street hookups, gaskets and special header bolts.

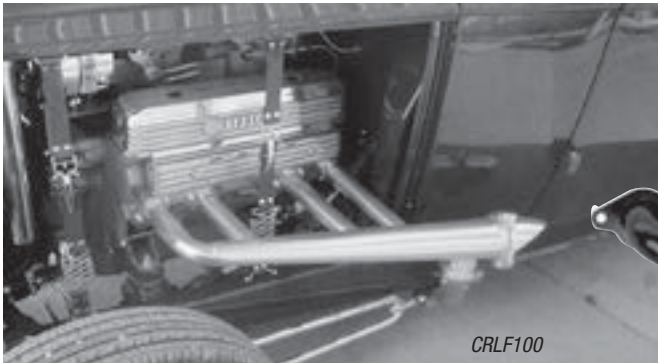
<b>FF1</b>	<b>SB Ford block huggers</b> , 1-1/2" tubes, center outlet most street rods .....	<b>\$310.00</b>
<b>FF2</b>	<b>SB Ford block huggers</b> , 1-1/2" tubes, rear outlet most street rods .....	<b>\$310.00</b>
<b>FF3</b>	<b>SB Ford block huggers</b> , 1-1/2" tubes, rear outlet 64-68 Mustang .....	<b>\$310.00</b>
<b>F302</b>	<b>SB Ford full length</b> , 1-1/2" tubes, most street rods and early pickups .....	<b>\$380.00</b>
<b>FH3</b>	<b>Flathead Ford</b> , 1-1/2" tubes, center outlet .	<b>\$310.00</b>
<b>FF4.6</b>	<b>Modular Ford block huggers</b> , DOHC 1-1/2" tubes, rear outlet most street rods .....	<b>\$380.00</b>
	<b>HPC coated</b> .....	<b>add \$200.00</b>



### CLASSIC HOT ROD ENGINES

Sanderson's patented machined 3/8" flange requires no gaskets, just a bead of high-temp silicone. Prices are for plain steel. Complete with street hookups, gaskets and special header bolts.

<b>BNH1</b>	<b>Buick "Nailhead" block huggers</b> , 1-1/2" tubes, center outlet, most street rods .....	<b>\$355.00</b>
<b>DD3</b>	<b>Early Chrysler Hemi block huggers</b> , 331-392 1-7/8" tubes, most street rods .....	<b>\$355.00</b>
	<b>HPC coated</b> .....	<b>add \$200.00</b>



## LIMEFIRE ROADSTER HEADERS

Roadster headers fits any Model T through 1934 fenderless application with plenty of front tire clearance. Ceramic coated. Headers include header bolts and standard blockoff plate.

Sanderson Features: •16-Gauge Primary and Collector Tube Thickness  
• 3/8" Thick Flange •Patented Flange Design Requires NO Gaskets  
• Tightest Fitting Header Available Anywhere! • Made in the USA

- CRLF100** SB Chevy, 1-5/8" tubes, "Limefire" style . . . . . **\$680.00**
- CRLF101** BB Chevy, 1-7/8" tubes, "Limefire" style . . . . . **\$750.00**
- LSLF101** Chevy LS Series, 1-5/8" tubes, "Limefire" style . **\$750.00**
- CRLF409** Chevy 348-409, 1-5/8" tubes, "Limefire" style .. **\$750.00**
- FRLF100** SB Ford, 1-5/8" tubes, "Limefire" style . . . . . **\$750.00**
- FHLF100** Flathead Ford, 1-5/8" tubes, "Limefire" . . . . . **\$750.00**
- FYLF100** Ford Y-Block, 1-5/8" tubes, "Limefire" . . . . . **\$750.00**
- DRLF392** Early Hemi , 1-5/8" tubes, "Limefire" . . . . . **\$750.00**

## LIMEFIRE MUFFLERS

Designed for Limefire and Roadster headers

- GMP350** . . . . .pair **\$65.00**



## COPPER COLLECTOR GASKETS

Solves the collector leak problem for good! The soft copper material forms to the flange surface and won't blow out like fiber gaskets. Can be annealed and used over again.

- 2.5, 3.0 or 3.5"** . . . pair **\$25.00**



## BLOCK OFF PLATES

Perfect for capping off Sanderson roadster style headers. Polished machined cast aluminum.

- LFBP** . . . . . pair **\$150.00**



## SANDERSON ANGLE HEADER REDUCERS

Designed for tight fitting block hugger headers to angle the exhaust away from the oil pan for an easier installation. Plain steel.

- 2.5 or 3.0"** . . . . .pair **\$65.00**

## LIME FIRE HEADER TURNOUTS

Gives the open header look for Sanderson roadster style headers. Works with block-off plates or leave open. 3 or 4 bolt.

- LFTO** Plain steel. pair **\$110.00**
- Ceramic coated **\$185.00**



## SANDERSON HEADERS

There are too many applications to list here- Please call if you don't see what you need!

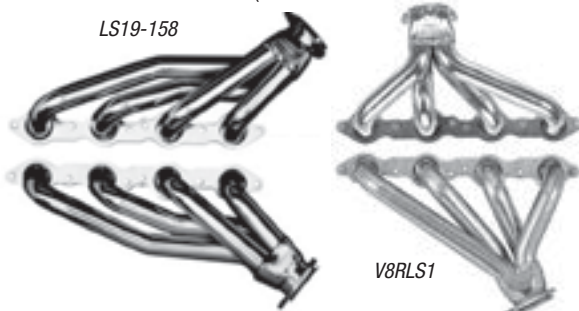


## GM LS-SERIES ENGINE HEADERS

The LS150 is designed to fit a variety of applications using GM LS-Series engines. With an all new flange and reworked tube bends for a tight fit, our LS150 header provides ample spark plug clearance to fit a variety of street rod applications. The 1½" primary tube diameter and 2½" collector are perfect for a stock to mild LS engine. Comes with all hardware necessary for installation. NOTE: For higher power output applications, this header is also available in 1-5/8" (#LS158) or 1-3/4" (LS134) primary tube diameters with a 3.0" collector.

- CC1LS1** Chevy LS, 1-1/2" tubes, "blockhugger" shorty. . . **\$510.00**
- LS150** Chevy LS, 1-1/2" tubes, "blockhugger" . . . . . **\$535.00**
- LS158** Chevy LS, 1-5/8" tubes, "blockhugger" . . . . . **\$535.00**  
(coated headers)

LS19-158



V8RLS1

- LS10-158** Chevy LS, 1-5/8" tubes, swept back design . . . **\$535.00**
- V8RLS1** Chevy LS, 1-1/2" tubes, many street rods/trucks **\$535.00**  
(coated headers)



## DYNATECH BLOCK HUGGER HEADERS

Dynatech's all stainless steel block hugger header is designed to fit in tight applications and still make good power. The flange is 3/8" thick, has finished welds and is machine ground for a leak-free seal. Includes 2" reducer cones and gaskets. 3/8" Flange, 1-5/8" Primaries, 2-1/2" Collector, 2" Reducer Cones

- 730-10010** Small Block Chevy polished stainless. . . . . **\$375.00**