



Frequently Asked Questions about Corvette Short-Tube & Long-Tube Headers

What are the basic differences between Short-tube and Long Tube Headers?

You have two basic options when choosing headers for your Corvette: short-tube or long-tube. The basic difference between the short-tube headers and long-tube headers is the length of the primary tubes to the collector.

Short-tube headers merge into a single exhaust pipe in a much shorter distance, while long tube headers because of their length merge farther back within the exhaust system.

Why do I need headers?

The goal of installing **Corvette Headers** is to make it easier for your engine to push exhaust gases out of the cylinders. They work by eliminating your Corvette manifold's back pressure. Instead of sharing a common manifold, each cylinder gets its own exhaust pipe. Therefore, you notice more power and torque from your engine. That is why you want to have the correct style of Corvette Headers.

What do I need to know about Short-Tube Headers and my Corvette's Performance?

Short-Tube Headers are an excellent choice for someone who drives their Corvette daily and doesn't drive constantly at higher RPMs. Short-Tube Headers are a great option if you are looking for additional low-to-mid range power in reference to your RPM band.

Short tubes use welded mandrel bent pipes rather than a casting as in a typical exhaust manifold. They are also typically easier to install compared to long tubes and also allow you to use your factory catalytic converters when needed. If you are in an emissions-controlled state, short tubes are typically the only legal street option.

What do I need to know about Long-Tube Headers and my Corvette's Performance?

Long-Tube Headers are a great option for high revving Corvette Performance Driving and allow for a lot of top-end exhaust gas flow. Long-Tube-Headers build a ton of power in the mid-to-high RPM range. Long tubes are a great option for someone who is racing and pushing their Corvette to redline. Long Tube Headers produce greater peak horsepower and are ideal for applications, such as tracking your Corvette and for those who do not have to worry about complying with emissions standards.

Long tubes keep exhaust gases separate from each cylinder for a much longer period of time. Due to their longer primary tube lengths, long tubes need more work space. They also typically eliminate emissions equipment like catalytic converters. Extra long length oxygen sensors are available for most Long-Tube Headers. Long tubes will cause a check engine light on most modern applications unless a custom tune is used to tune out the secondary oxygen sensors.



Long Tube Headers



Short Tube Headers

