



2007-2013 CHEVY SILVERADO/ GMC SIERRA HEADER INSTALLATION INSTRUCTION

Thanks for purchasing Stainless Works Muscelflow Headers for your Chevy or GMC Truck. We have gone to great pains to make sure that our exhaust systems fit and sound great. Please follow these steps to ensure that your installation goes as planned.

STOCK MANIFOLD AND Y-PIPE REMOVAL

1. Stainless Works recommends the use of Permatex Hi-Temp RTV silicon gasket maker as an option to or in conjunction with the use of factory gaskets. The recommended RTV is Sensor-Safe P/N 101BR or 27BR, available at NAPA and other retailers.
2. Disconnect the battery before starting work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.
3. Your exhaust system can be installed by a weekend warrior but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a level hard surface and jack stands are required for safety reasons.
4. Raise vehicle, remove the (2) 15 mm nuts from transmission mount. Support transmission and transfer case, and remove both large bolts from right side of transmission cross member and one inner left large bolt from cross member. Let cross member swing down.
5. Disconnect O2's from harnesses, remove 3 left and right 15 mm nuts holding "Y" to manifolds, remove (2) 15 mm nuts at "Y" and flex joint. Lower "Y".
6. Reinstall cross member.
7. At this time it is necessary to remove the (4) 12mm bolt holding the front drive shaft to the front axle at the universal, this will help installation of left header, pry drive shaft from yoke, pull back and move to right or center of vehicle.

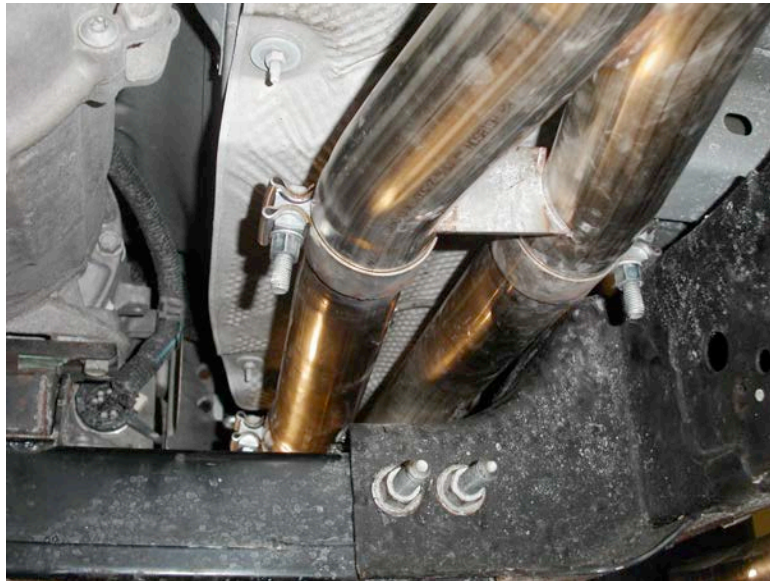
8. Remove Manifolds as follows:
9. From the top, remove right and left spark plugs and wires, remove manifold bolts and manifolds.
10. Remove (4) bolts 12mm in sway bar and let it hang down.
11. Remove factory exhaust per the Stainless Works Exhaust installation instructions.

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12. DO NOT reuse factory manifold gaskets, instead use red RTV hi temperature silicone sealant.
13. Install left (drivers) header from the top by pulling the large engine harness toward the front of the vehicle and slowly lower header into position. Install and tighten bolts and reinstall plugs and wires.
14. Install right (passenger) header from underneath vehicle. It may be necessary to push transmission lines toward engine to get header flange into position. Install and tighten bolts, reinstall plugs, wires, drive shaft and sway bar. Remove front O2's from "Y" pipe and install in the headers.
15. Place a 2-1/2" clamp on both right and left collectors and install both catalytic converters. The cat with the bend welded to it goes on the left (drivers) header. Install straight pipe with O2 bung on right (passenger) header, rotate the left converter so the bend faces downward and slip left rear lead pipe (cross over) on along with 2-1/2" clamp, rotate back into position (end of left rear lead pipe approx 1/2 inch above cross member) and snug clamps on both lead pipes.
16. Slide a 2-1/2" clamp on the ends of both driver and passenger lead pipes and install. Level rear of pipe with passenger lead pipe and clamp. Note that the driver side lead pipe will extend over to the right side of the passenger lead pipe. Install rear O2's at this time and reconnect to factory harness. Below is a picture taken from the front of the truck showing the driver side lead pipe extending along the crossbar to the passenger side of the truck.



17. Place 2-1/2" clamps on the X-pipe or Y-pipe as provided in your kit and slide onto the leadpipes. The X-pipe or Y-pipe will not sit exactly level for a proper installation. The picture below shows the X-pipe properly positioned from the rear of the truck. The Y-pipe connects to the lead pipes exactly as the X-pipe.



18. If installing to factory exhaust, using OEM clamp, install clamp on Y-pipe and tighten all three clamps. If also installing the Stainless Works Dual Exhaust, see those Installation Instructions at this time.
19. Be sure to have adequate clearance around all wires, hoses and lines. **If anything is in contact with the exhaust system, it will melt.** Make sure to have at least 1/2" of clearance and wrap any suspect areas with DEI thermal barrier wrap.
20. After double checking for clearance and making sure all lines, wires and hoses are secured, drive the car for 10-20 miles and re-check all clamps and clearances.