

INSTALLATION INSTRUCTIONS
INS232

2016 - 2018 CAMARO 6.2L V8

FULL LENGTH HEADERS/ CATTED HEAD PIPES

Part #4044 and 40440



Special Tools required: 10mm, 12mm, 13mm, 15mm
Socket and Wrenches, Pliers, Saw, Welder



Install Time: Approximately 4-6 hours.



Difficulty: Average.

INCLUDED IN THIS KIT

- (10) 8 x 1.25 x 30mm bolts
- (4) M12 x 1.75 x 65mm studs
washers, nuts
- (1) 7 inch long heat-wrap
- (1) 11 inch long heat-wrap
- (5) Zip-ties
- (5) Wire-ties



NOTE! AUTOMATIC VERSIONS MUST INSTALL O2 SENSOR EXTENSIONS ON DR-SD ONLY.
MANUAL TRANSMISSION DOES NOT APPLY. **WELDING AND CUTTING REQUIRED.**



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STEP 1



Disconnect the negative battery terminal from the battery located in the truck on the passenger side. Place a rag over the trunk latch so the trunk lid will not latch with the battery disconnected.

STEP 2



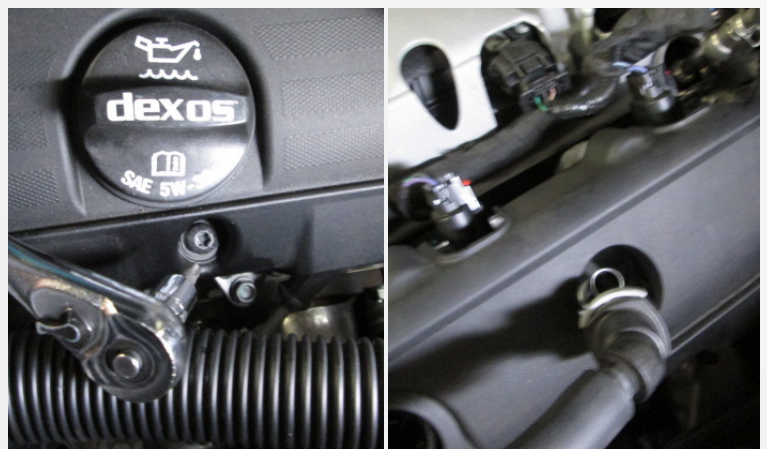
Disconnect the mass air flow sensor from the air inlet tube. Disconnect the vacuum tube located next to the mass air flow sensor. Using pliers disconnect the sound tube from the barb fitting located on the top of the air inlet tube. Loosen the clamp that holds the air inlet tube to the throttle body. Unclip the sound tube from the side of the air box. Disconnect the inlet tube from the throttle body and lift up on the air box to release it from its mounting points and remove it from the vehicle.

STEP 3



Remove the engine decorative covers from the engine by simply pulling them upwards released them from their mounting points.

STEP 4



Remove the (2) Torx bit screws on the driver and passenger side coil covers. On the driver side remove the oil cap. Disconnect the vacuum tube that goes into the valve cover on the driver side and passenger side. Once the vacuum tubes are off lift up on the coil covers and remove them from the vehicle. Replace oil cap so no debris will enter the engine.

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STEP 5



Disconnect the (2) rubber mounting straps that hold the sound tube to the strut brace and A/C line located on the driver side of the engine. Below the A/C line there is another vacuum line with a quick disconnect fitting disconnect that vacuum line and push it towards the fire wall then toward the driver side inner wheel well so that it is tucked out of the way.

STEP 6



Disconnect all of the spark plug wires and spark plugs from the engine on the driver and passenger side of the engine.

STEP 7



Remove the (3) bolts that hold the heat shields to the exhaust manifold on the driver and passenger side of the engine and remove the heat shields from the vehicle.

STEP 8



Utilizing approved jack and jack stands or preferably a vehicle hoist lift the vehicle as high as possible and secure the vehicle properly. Disconnect the (4) oxygen sensor's from the wire harness.

NOTE: on the (2) driver side oxygen sensor wiring harness you will need to disconnect the wiring harness from the mounting point on the transmission. On the one closest to the front of the vehicle you will need to cut the zip tie from the connector which allows the wiring harness to stretch out and become longer.

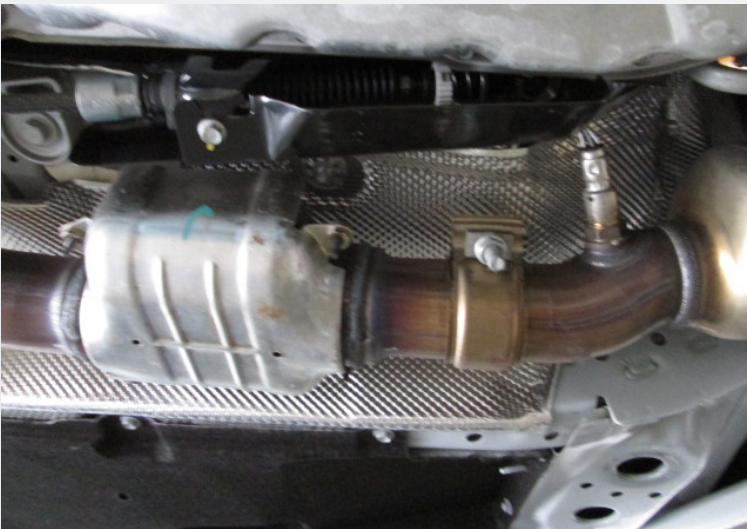
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STEP 9

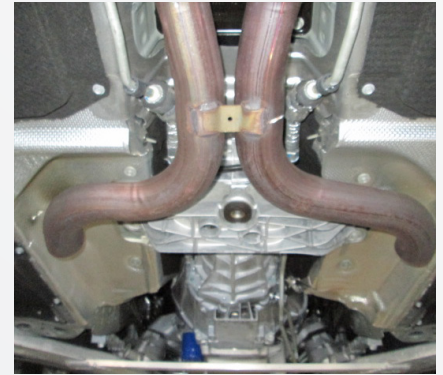


Remove the (4) bolts that hold the catted down pipe to the collector on the exhaust manifold do this for both driver and passenger sides. Support the exhaust system so that it does not fall down. Remove the (4) bolts from the exhaust cross member bracket and remove it from the vehicle. Release the exhaust system to let it drop down and rest on the chassis cross brace.

STEP 10



Remove the (2) bolts that hold the connect rod for the steering shaft. Once the (2) bolts are removed push the connecting rod towards the fire wall until the connecting rod releases from the rack and opinion end then you may slid the connecting rod towards the front of the vehicle to release it from the steering shaft and remove it from the vehicle. From underneath the vehicle take a measuring tape to use as a guide line to mark where the exhaust will be cut. Stick the end of the measuring tape into the hole in between the (2) transmission cross member bolts and hold it straight up and down and mark the exhaust pipe on the side of the tape measure that is closest to the front of the vehicle do this on the driver and passenger side of the exhaust. Using a saw's all cut the exhaust pipes where you had made the marks.



Remove the (2) bolts that hold the connect rod for the steering shaft. Once the (2) bolts are removed push the connecting rod towards the fire wall until the connecting rod releases from the rack and opinion end then you may slid the connecting rod towards the front of the vehicle to release it from the steering shaft and remove it from the vehicle. From underneath the vehicle take a measuring tape to use as a guide line to mark where the exhaust will be cut. Stick the end of the measuring tape into the hole in between the (2) transmission cross member bolts and hold it straight up and down and mark the exhaust pipe on the side of the tape measure that is closest to the front of the vehicle do this on the driver and passenger side of the exhaust. Using a saw's all cut the exhaust pipes where you had made the marks.

NOTE: you may need some help having someone hold the exhaust so that it does not bobble around. This is what the exhaust should look like once it is cut out. See fig 1-2.

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STEP 11

Located on the passenger side of the engine bay is the radiator coolant bottle. Remove the 10mm nut that holds the bottle in place. Disconnect the (2) radiator hoses from the fire wall and plug the ends. Disconnect the push tab that holds a wiring harness to the radiator bottle the tab is located next to the over flow fill cap which is located next to the radiator bottle fill cap. Disconnect the push tab that holds the radiator hose and wiring to the bracket located next to the dipstick. Pull upwards on the radiator bottle and release it from the mounting points. Grab the radiator hoses and the radiator bottle and swing them towards the front of the vehicle to keep them out of the way.



STEP 12



On the passenger-side of the engine. Remove the bolt that holds the dipstick to the cylinder head. Remove all exhaust manifold bolts.

NOTE: the dip stick can only be removed with the exhaust manifold also same thing applies when installing it. With all the hardware removed lift the exhaust manifold upwards toward the hood of the car and remove it from the vehicle. On the driver side remove all the exhaust manifold bolts and lift the exhaust manifold upwards toward the hood of the car and remove it from the vehicle.

STEP 13



Driver-side installation. From underneath the vehicle lift the BBK full length header into place re-use the stock exhaust gasket. Start (2) bolts to hold the header in place that are supplied in the kit. From underneath the hood of the vehicle start the rest of the bolts then tighten them down

Torque the header bolts to 30 FT/LB. Re-install the spark plug and spark plug wires on the driver side of the engine. Re-install the coil cover and decorative cover on the driver side of the engine along with the valve cover vacuum line and the sound tubes rubber strap clamps to the strut tower support and A/C line re-connect the vacuum hose that is located under the A/C line. At this time you can go ahead and re-install the air box and air tube connecting all of the hoses and mass air flow meter's wiring harness.

STEP 14

Now starting with passenger side header install you will need to disconnect the coil pack plugs and remove the factory valve cover and also starter heat shield for install. Now in your kit you were supplied heat-wrap and wire-ties this is to be used for added heat protection before header install when there is plenty of room to work. Measure and cut 7 inches a heat-wrap and wrap starter wire laying on motor mount using supplied wire-ties and cut to length. Now use the remaining heat wrap on wiring harness laying on frame rail. Sometimes the factory harness is not straight do to assembly we supplied zip-ties and it is recommended to cut one of the factory ties on the frame rail and zip-tie it to the front harness towards the headlight making in straight

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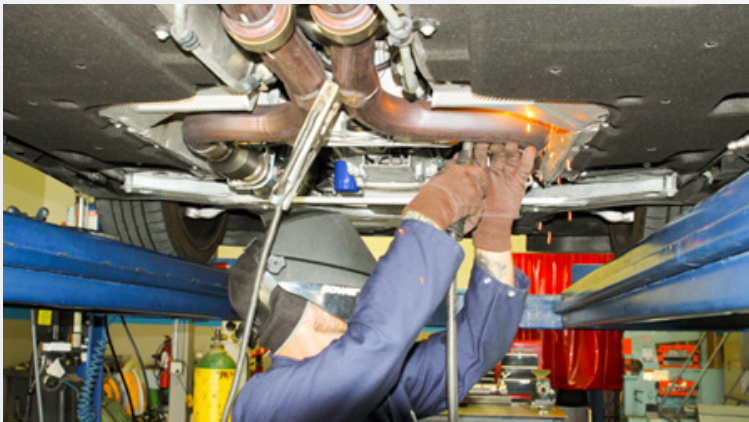
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Cont. step 14. for added clearance. Now install header with supplied gasket then install dipstick when header is loose in engine compartment. Now torque header bolts to 30 FT/LB then reinstall, valve cover, spark plugs, wires and then starter heat-shield from underneath the vehicle when installing head-pipes. Now re-connect radiator hoses and put coolant bottle back in place



NOTE: Make sure to check coolant level and use remaining zip-ties to keep any hoses from resting on header and do not over tighten zip-ties cutting off coolant flow.

STEP 15

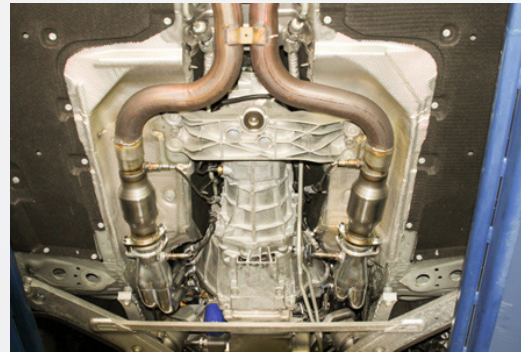
Head pipe adapter installation there is a driver and passenger side head pipe. The driver side head pipe is the longer of the (2). Install the supplied hardware studs into the flanges on the BBK full length headers. Slide the end of the head pipe over the stock exhaust pipe where it was cut off in (step 11.) once in place rotate the head pipe so that the oxygen sensor bung is facing towards the center of the car. Repeat this step for the passenger side.

STEP 16

With both head pipes in place lift the exhaust system upwards and connect the head pipes to the collector on the headers only snug the bolts up. Be sure to level out the exhaust and adjust it to have clearance. Push the exhaust system forward as much as possible while still having clearance everywhere. Tack weld the BBK head pipes to the stock exhaust once tacked into place check for any clearance issues and address them immediately. Now weld the lower portion of the head pipes to the stock exhaust completely once both sides are done unbolt the exhaust from the headers and drop it down and finish welding the head pipes to the stock exhaust system.

Lift exhaust system into place and tighten down the flanges on the head pipes to the flanges on the header collectors these bolts do not have to be crazy tight as it may result in bending of the flanges.

STEP 17



Install all (4) oxygen sensors and connect the wiring harnesses. Reconnect the negative battery terminal and enjoy the sound and power of the BBK full length headers "REMINDER" check coolant levels after start up and

engine is at operating temperature if any coolant was lost. After 500 miles of driving re-torque all exhaust hardware to ensure the exhaust system is properly sealed.



NOTE! ON MANUAL TRANSMISSION CARS YOU WILL NOT NEED O₂ SENSOR EXTENSION AS FACTORY HARNESS EXTENDS TO CORRECT LENGTH. FOR AUTOMATICS YOU WILL NEED TO PURCHASE DR-SD EXTENSIONS

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