

1997-2010 Corvette C5/C6

Full Length Headers Part # 16435,16445,16455,16465



Special Tools

Required:

- Hole Saw

Install Time:

Approximately
3 Hours

Difficulty:

3 out of 5

Follow these instructions carefully to ensure correct fitment and operation.

STEP 1

- Disconnect the negative battery terminal.

STEP 2

- Remove the decorative coil covers, lift up and they will unsnap from the fuel rails. Now disconnect the oxygen sensor plugs at the coil brackets.

STEP 3

- Remove the spark plug wires and spark plugs. Remove the bolt that holds the dipstick tube to the passenger side head. Pull the tube up to slide out of the hole in the bottom of the engine block.

STEP 4

- Lift and support the vehicle. Unplug the oxygen sensor wiring for the rear sensors.
- Remove the nuts at the mid-pipe and cat back to remove the x-pipe section. Remove the nuts at the stock exhaust manifolds for the catalytic converter and remove. Now remove the bolts holding the exhaust manifolds to the heads.

STEP 5

- Connect the supplied oxygen sensor extensions to the stock plug at the top of the engine and route down the back of the engine alongside the bell housing on both sides.

STEP 6 (C6 Only)



C6 Oxygen Sensor Holes Shown

- Remove the shield that covers the torque tube/drive shaft and layout 2 holes to be made in the shield for the rear oxygen sensor wiring. Measuring from the first mounting hole back 17 1/2" to the rear for the driver side and 19" back for the passenger side.
- Then measure in from the side 3" and holesaw a 1" hole on each side. Install the oxygen sensors in the holes and connect the gray extension wire to the sensors. Lift the shield back into place and connect the extension wires to the stock plugs. Re-install and tighten the shield bolts letting the sensors hang until the mid-pipe installation.



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installation instructions

1

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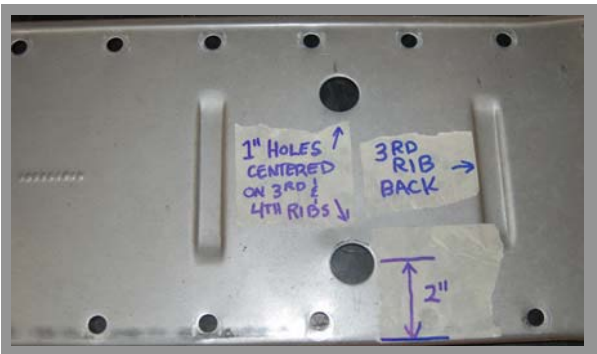
INS-147

Full Length Headers

Part # 16435,16445,16455,16465



STEP 7 (C5 Only)



- Remove the shield and layout holes as shown. The front holes will be even with the first rib in the shield. The rear holes will be centered between the 3rd and 4th rib in the shield. Install the oxygen sensors through the holes and as you lift the shield back into place, reconnect the sensor plugs into the loom plugs. Install the bolts for the shield and tighten. Let the sensors hang until the mid pipe installation.

STEP 8

- Remove the shields from the stock exhaust manifolds and remove the oxygen sensors.

STEP 9

- Install the driver side header with supplied gaskets and hardware.

STEP 10



- On automatic equipped vehicles, the cooler lines need to be moved up slightly by removing clamp bolt at the oil pan (near the starter) and lifting the lines up. Use the supplied flat washer under the bolt to secure the clamp.

STEP 11

- On the passenger side the engine will need to be lifted to install the header. Remove the nut on the stud that points down and carefully lift the engine. Install the header and supplied gasket and hardware. Lower the engine and re-install the motor mount.

STEP 12

- Install the collector studs into the flanges with a little bit of anti seize on the threads.



GO TO NEXT PAGE

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2

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INS-147

Full Length Headers

Part # 16435,16445,16455,16465



STEP 13

- Install the oxygen sensors into the collectors and connect the plugs to the extensions.
- Install the oxygen sensor into one of the mid-pipe sections and then connect to the collector with supplied nuts and washers. The driver side sensor will go into the passenger side mid-pipe and the passenger side sensor into the driver side mid-pipe. With both mid-pipes loosely installed, install the X-Pipe section to the mid-pipe with supplied clamps. On C5's use the supplied hardware to bolt the X-Pipe to stock over axle pipes. On C6's use the stock barrel connector clamps. Install the nuts on rear X-Pipe mount and tighten. ***NOTE!!! Be sure to add a small amount of anti-seize to the top thread of each oxygen sensor using the supplied anti-seize packet. As you thread the oxygen sensor back into the part the anti-seize will spread evenly throughout the threads.***

STEP 14

- Position the oxygen sensors so they point at the holes in the shield and tighten all nuts and clamps.

STEP 15

- Re-install the dipstick tube and dipstick. Re-install the spark plugs, wires, and coil covers.

STEP 16

- Reconnect the negative battery terminal and start the engine to check for leaks. Bolts should be rechecked for tightness after a few hundred miles.



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3

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