

30067

MODERATE - Installation requires metric tools and possibly cutting and drilling. The ability to closely follow instructions is imperative. If your mechanical experience is limited to simple jobs like changing oil and rotating tires, a Moderate installation will likely prove challenging.

ESTIMATED INSTALLATION TIME - Installation times are for a professional installer. Times may vary based on the skill level of the installer.

ESTIMATED INSTALLATION TIME - 1.4 hrs.

30063

Refer to Tuned-Length Header instructions for install time and installer proficiency

PART #30067

**1997-2003 C5 CORVETTE
H-DOWNPIPES,
SLIP-FIT CONVERTERS
(FOR USE W/1997-99
O.E. CONVERTERS,
OR
1997-03 SLP #30063
HIGH-FLOW CONVERTERS)**

PACKING LIST

<u>Item #</u>	<u>Check</u>	<u>Quantity</u>	<u>Part #</u>	<u>Description</u>
1	☐	1	310301638	H-DOWNSPIPE,HALF,P-SIDE,97-99 C5 VETTE
2	☐	1	310301639	H-DOWNSPIPE,HALF,D-SIDE,97-99 C5 VETTE
3	☐	2	308302904	3" EXHAUST CLAMPS (O.E. CONVERTERS ONLY)
4	☐	1	*****	INSTALLATION INSTRUCTIONS

INSTALLATION INSTRUCTIONS

NOTE: Refer to Step #9 of installation instructions for SLP Tuned Length Headers (Part #30060 or #30061).

FOR INSTALLATION WITH SLP HIGH FLOW CATALYTIC CONVERTERS (PART #30063) USING

PART #30067: Once Step #9 is complete and the H-Downpipe assembly is in position and clamped/bolted loosely in place, follow the installation instructions for SLP Part #30063, and tighten both mounting bolts and all clamps. (Note: the two (2) 3" exhaust clamps are not used with SLP catalytic converters)

FOR INSTALLATION WITH 1997-1999 O.E. CONVERTERS USING PART #30067: With the O.E. midpipe/converter assembly removed from vehicle, measure from the centerline of either of the two front mounting holes rearward and make a mark 4-1/4" back of each of the converter inlet pipes. Using a sawz-all, bandsaw, chopsaw, etc., cut off both inlet pipes on the front side of your mark. Cuts must be square, with the I.D. of the inner pipe and the O.D. of the outer pipe de-burred. Also, check the surfaces of both remaining stubs for welding spatter balls; these must be cleaned off with a file. Put the two (2) 3" exhaust clamps loosely over the outlets of the H-Downpipe.

Carefully put the O.E. midpipe/converter assembly back into place in the vehicle. The inlet ends should go inside the H-downpipe and push the stepped adapters slightly further into the H-Downpipe. Re-attach and tighten the rear spring hangers to the assembly, tighten the two (2) band clamps at header outlets and tighten the two (2) bolts that secure the H-Downpipe to its mount. Lastly, tighten the two (2) 3" exhaust clamps at the H-Downpipe's outlets.