

**INSTALLATION INSTRUCTIONS**  
**INS235**

2009-2017 DODGE CHARGER/CHALLENGER 5.7L (1 3/4")

# TUNED LENGTH EXHAUST HEADERS

Part # 4028 and 40280



**Special Tools required:** WD-40, 10mm, 13mm, 15mm, 16mm, 18mm sockets and wrenches, 3/8 ratchet, extensions, floor-jack and jack stands.



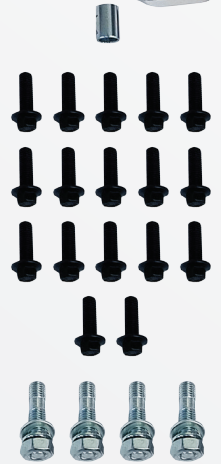
**Install Time:** 4 to 6 hours.



**Difficulty:** Average.



- INCLUDED IN THIS KIT**
- (1) Driver side gasket
  - (1) Passenger side gasket
  - (17) 8mm bolts
  - (4) 10mm studs
  - (4) 10mm nut
  - (4) flat washer
  - (4) lock washer
  - (1) 3/4 long spacer(dipstick)



**NOTE!** Be sure to work safe! Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! **Remember: Hot asphalt will not support most jack stands!**

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IMPORTANT: All appropriate safety equipment and gear must be used during the installation of this or any BBK Performance products or any time you work on a vehicle. BBK Performance Inc. accepts no responsibility for injuries or damage caused by or during the installation of this product.

UPDATED LAST: September 2017



## FOLLOW THESE INSTRUCTIONS CAREFULLY TO ENSURE CORRECT FITMENT AND OPERATION

Place vehicle in a location where the floor is solid and flat, with adequate lighting. Do not attempt to work on a hot engine. Heat causes metal to expand and makes removal of fasteners difficult. Disconnect the battery cables from the battery. Raise the front of the vehicle to obtain adequate access to the bottom exhaust manifold flanges. Use large-base jack stands to support the vehicle. Do not rely on the jack! Block the tires to prevent the vehicle from rolling off the jack stands.

It is important when installing the header to install all bolts loosely then tighten evenly to ensure the flat installation of the flange. The torque sequence from one flange to another will vary, but generally every bolt on a header should be first fit snug, starting from the middle of the flange working out, alternating from top to bottom so that the bolt connects the flange to the manifold to the point where they barely touch. Second, using the same inside-out pattern, tighten each bolt until finished. This method will help prevent leakage and will give the user the best possible performance.

### STEP 1

Start by removing plastic shield from underneath car to help in removal of manifolds and install of BBK headers.

### STEP 2

Using 10mm socket remove steering shaft and set aside for more room to work.



We Recommend using WD-40 help with loosening stock fasteners also removing manifolds from underneath vehicle.

### STEP 3

#### DRIVER'S & PASSENGER'S SIDE



Remove factory head-pipes repeating same step on passenger side.

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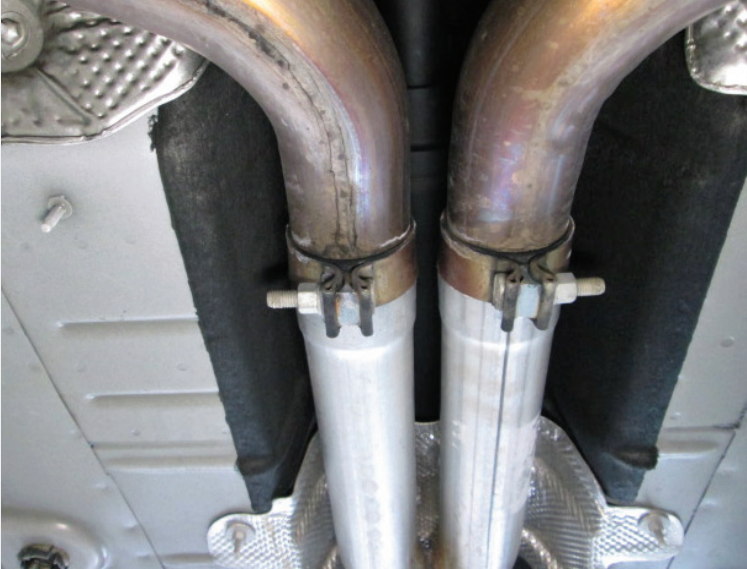
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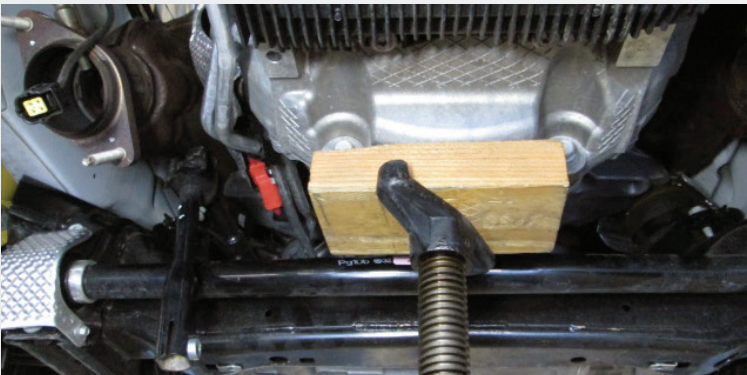
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#### STEP 4



Using 15mm socket disconnect and remove factory head pipes.

#### STEP 5



Safely support engine for removal and install motor mounts.

#### STEP 6

##### DRIVER'S SIDE



Start removing the 18mm nuts on motor mount at frame then remove 15mm bolts attached to from motor mount to engine and remove. At this time raise engine at least 1 inch for extra room. Then with 10mm socket/wrenches remove factory heat shield and manifold. Make sure at this time to check for any carbon build up on cylinder head and clean for flat sealing surface.

#### STEP 7



Install BBK headers using supplied hardware and gasket with 10 and 13 mm sockets/wrenches. Re-install motor mount and steering shaft.

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## STEP 9

### PASSENGER'S SIDE




Repeat same steps as driver's side but you will also have to remove dip-stick and remove alternator brace bracket. **(Note: will be re-using factory stud and nut with supplied 3/4 long spacer for dipstick install).**

## STEP 10



Install BBK headers with supplied gaskets and hardware making to use dipstick bolt and nut. Re-attach alternator brace and install motor mount. Then install factory head pipes. Remove factory O<sub>2</sub> sensors from manifolds and install them into BBK headers using anti-seize. Install factory plastic shields and start vehicle checking for any leaks. Re-torque all header fasteners the following day after a couple of heat cycles.

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