



C6ZO6 and C6 with ZO6 HEADERS: HEADER AND EXHAUST INSTALLATION INSTRUCTIONS

1. Starting at rear of car loosen clamps on over-axle pipes. Remove the four bolts on the muffler hangers (on ZO6 remove vacuum lines on the dump solenoids). Drop mufflers down and slide them out of the factory center section, (You may have to unbolt and lower the rear cradle to get clearance to get pipes out).
2. Remove the 2 nuts on the intermediate pipe hangers, unbolt pipe at flanges and remove.
3. On ZO6, drain oil and remove the 2 dry sump lines and brackets and tie them out of the way.
4. Remove engine covers, spark plug wires, spark plugs, O2 sensors and head-pipe to manifold nuts.
5. Unbolt manifolds and lift them up-this will let the head-pipes come out the bottom then drop the manifolds out the bottom also.
6. There is a plastic shield around the starter nose bolted to the bell housing. Using a scribe trace the outline off the bell housing onto the plastic shield. Remove shield and trim off excess material on the line you traced and reinstall.
7. Remove Aluminum panel in transmission tunnel.
8. On the Transmission cooler lines there are 2 aluminum connectors by the starter, measure from this connector to the rear of the car 11" on the 1/2" tube and 13 1/2" on the 3/8" tube and cut the lines off with a tubing cutter at those marks.

9. On the transmission lines coming from the radiator there is a cable clamp bolted to the front of the oil pan holding these lines in place. Measure back towards the rear of the car 7" from the bulges on the line that hold the lines in the clamp, and cut off the ends at these marks.
10. Install one 3/8 to 1/4 pipe straight compression fitting for the C6ZO6 (or 1/2" to 1/4" for the C6) on the 3/8 (or 1/2") line in the tunnel and one 1/2 to 1/4 pipe straight compression fitting on the 1/2 line in the tunnel and tighten both of them.
11. Install the two 3/8 to 1/4 pipe 90 degree compression fittings on the 3/8 lines coming back from the radiator with the pipe thread pointing upwards, snug them tight enough that you can still move them.
12. Install the rubber lines provided, routing the lines up over the top of the starter and fasten them to the engine block with the clamp and bolt provided at the threaded boss in front and above the starter. Tuck the lines up to the engine block and tighten.
13. Install the front 2 O2 extension harnesses and using the 4-3/8 insulated cable clamps. Attach the extensions to the 1st and 4th bolt on both sides of the tunnel plate.
14. Install the rear 2 O2 extensions by tucking them behind the heat shields in the transmission tunnel. Using the zip ties attach them to the heat shields using the slots in the shields.
15. Remove the two nuts holding the motor mounts to the front cross -members. Jack the motor up as far as it will go.
16. Support the front cross-member and loosen the 2 front nuts holding the cross-member in and back them 3/4 of the way down the studs. Remove the 2 rear nuts and pull the cross-member down until the rear studs are completely out of the holes in the cross-member.
17. Carefully install both headers from underneath. You may have to remove the battery cable from the starter and the engine block to get the passenger header in, but they reinstall easily after header is in place. Put 2 bolts in each header flange to head on both sides to hold headers in place.

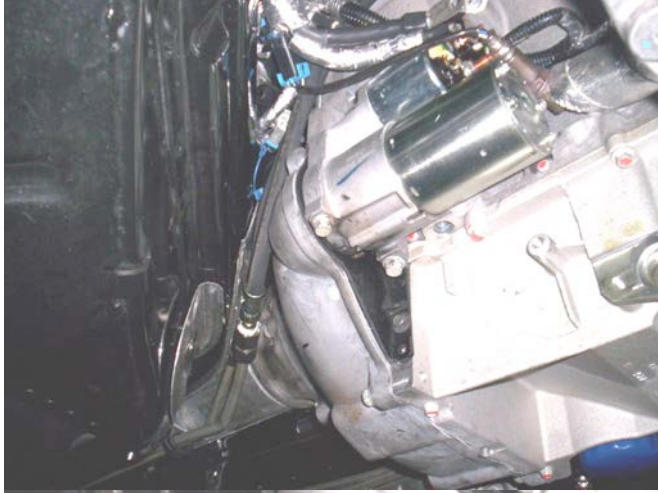
18. Reassemble cross-member and motor mounts and torque to factory specifications.
19. Put all the header bolts and gaskets in place, but don't tighten header bolts all the way. You need to be able to move header side to side slightly until everything is assembled.
20. Put a light coating of high temp sensor safe RTV on all inside joints of the slip connections. If you bought off road pipes, install the X-pipe along with 2 clamps, and extension pipes. If, you bought on road, install cats, then the X-pipe with integral intermediate pipes and hangers.
21. Leave everything loose if installing a Stainless Works 3" Cat Back exhaust. If connecting to an exhaust already on the car, install intermediate pipes to existing exhaust and tighten all clamps and hangers. Skip steps 23-25.
22. Tighten all clamps and install the O2 sensors making sure no wires touch the headers or exhaust. Make 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.
23. We recommend using high temp red RTV or muffler cement at all joints to prevent leaking, and also placing a small tack weld at each joint to secure the exhaust system once in place for extra security. Do not tack weld or tighten clamps until the system is in place.
24. Slide on 2 more clamps, put rear of over-axle pipes up above the half shafts and slide them forward on to the intermediate pipes. You may have to clearance right side over-axle pipe for bolt clearance, similar to the factory pipe.
25. Put 2 clamps on rear of over-axle pipes. Slide mufflers into hangers and then install pipes into mufflers, line up whole exhaust system so you have clearance everywhere and tighten clamps. Install tips along with the (4) clamps. Align and tighten.
26. Take the last 2 zip ties and tie E-brake cables away from the pipes for optimal clearance. Make sure to have adequate clearance around all wires, hoses and lines. **If anything is in contact with the exhaust system, it will**

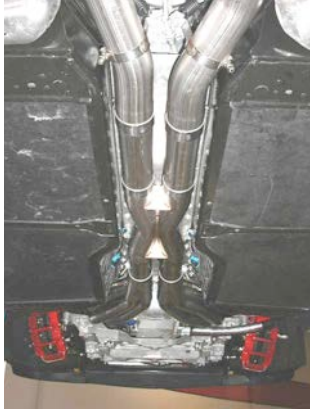
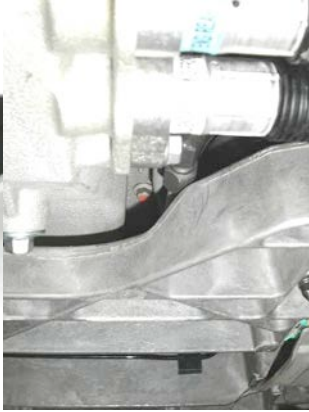
melt. Make sure to have at least ½” of clearance and wrap any suspect areas with DEI thermal barrier wrap.

27. Reinstall all plugs, wires, coil covers, oil lines and oil and start vehicle. Run to operating temperature and recheck all clamps. After all pipes are lined up, tighten all clamps. We do highly recommend placing a small tack weld at each joint for added security.

28. 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.







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