



1990-1995 ZR1 CORVETTE HEADER AND EXHAUST SYSTEM INSTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works Muscleflow Headers for your 1990-1995 Corvette ZR1. We have gone to great pains to make sure that our exhaust systems fit and sound great. Please follow these steps to ensure that your installation goes as planned. It is recommended to use a lift for this installation, or as a minimum jack stands on a level surface.

1. Disconnect the battery.
2. Remove center wheelhouse sections for easier access to manifolds and headers. It may be necessary to remove rear wheelhouse on right side.
3. Remove air pump valve assembly under brake master cylinder area and lay on top of ECM.
4. Remove heat shielding from right and left manifolds.
5. Remove air tubes from manifolds. Both right and left sides.
6. Remove oil dipstick tube.
7. At this time remove all manifold bolts accessible from top.
8. Raise vehicle.
9. If replacing old exhaust with Stainless Works 3" system, remove old system by loosening clamps and 3 bolt flange at converters. Remove bolts holding hangers and remove exhaust.
10. Remove EGR tube from the right manifold. Be careful in disconnecting the EGR tube and saving the v-clamp, to be used when connecting to the header. Only '93 – '95 cars have this EGR.
11. Remove remainder of manifold bolts, disconnect O2 wires and remove manifolds.

12. Clean surface of head and apply Sensor safe high temperature RTV silicon around head ports.
13. Install right and left headers using supplied bolts. Be sure flanges lay over guide pins and flange lays flat on head. See note below for installing right header.
14. If you ordered an EGR fitting for the passenger side header, you will need to now assemble the connections. The EGR tube may need to be reshaped during installation. The procedure is form under the car: Push up on the tube about $\frac{3}{4}$ ". Then test fit the header and observe alignment of the tube to the fitting. Take the header down and bend the end of the tube as necessary by inserting a $\frac{1}{2}$ " dia. drill bit or similar object into the end of the tube.
15. Reconnect O2 sensor wires.
16. Slip 3" Accuseal Clamps on right and left collectors and install catalytic converters if supplied.
17. Reinstall oil dipstick tube.
18. Reinstall inner-wheel house sections that were removed
19. Reinstall air pump valve.
20. Reinstall Factory or Stainless Works exhaust by locating everything in place according to the Bill of Materials.
21. Snug clamps at first and then once in position and adjusted, working from the headers back to the tips, tightening the clamps as you go.
22. Be 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 $\frac{1}{2}$ " of clearance and wrap any suspect areas with DEI thermal barrier wrap.
23. 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.