

Disassembly.

- Disconnect battery
- Remove air box “s” pipe
- Unplug o2 sensor harness for top area of the transmission.
- Unbolt the exhaust manifold and mounting bracket
- Loosen mounting bracket bolts from transmission
- Unbolt exhaust manifold and remove from below

SAVE ALL FACTORY HARDWARE AND GASKETS AS THEY WILL BE REUSED FOR THE HEADER SYSTEM.

- Remove O2 sensors from the exhaust manifolds and set aside. ***DO NOT ATTEMPT TO REMOVE O2 SENSORS OR HARDWARE WHILE THE ENGINE IS HOT. DOING SO MAY RESULT IN THREAD DAMAGE.***
- With a band saw or hacksaw, cut just below the welds right before the cat on both exhaust manifold. Clean and de-bur both inside and out of the cat. If you chose you may expand the cat for a bigger opening.

Installation.

- Install both headers and factory gaskets on cylinder head and secure with three nuts.
- Mock cats up in stock location and secure rear of cats using the factory hardware.
- Reattach bracket going from the bell housing to the collector flange
- When satisfied with positioning of catalytic converter, Tack weld two or three spots on each side.
- Carefully remove both assemblies and tack a couple more times. Fully weld header to catalytic converters.
- Reinstall both headers from the bottom
- Beginning with the center out Torque nuts down to 25 to 30 ft. lbs.
- Reinstall both O2 sensors.
- Reinstall intake/air box tube and reconnect battery.
- ***INSPECT ENGINE COMPARTMENT AND COMPONENTS AROUND HEADER FOR CLEARANCE ISSUES. .***
- Wipe excess oil, grease and finger prints off of the headers with acetone or equivalent
- Start engine and check for leaks.

It will be necessary to re-torque nuts and bolts once the engine has reached operating temp and has cooled.