



## 1992-1996 LT1/LT4 C4 HEADER INSTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works headers for your C4 Corvette. We have gone to great pains to make sure that our headers fit and perform flawlessly. Please follow these steps to ensure that your installation goes as planned. You will need to purchase new header gaskets (we recommend using Mr. Gasket Ultra Seal gaskets), and new header bolts (if desired-we recommend using ARP s/s bolts). Your kit will include 2 headers, (2) lead pipes (3" w/o cats for off-road system, and (2) 3" band clamps), or (2) 2 1/2" inlet/outlet catalytic converters with (2) 2 1/2" lead pipes, (4) 2 1/2" clamps, (3) 3/8" washers, (1) 1/2" X 1 1/16" tubing spacer, (1) 1/2" X 1 1/4" tubing spacer.

1. Remove factory manifolds and headpipe assembly. Disconnect all air tubes and O2 sensors before removing from car. We also recommend disconnecting the battery and ECM.
2. Install headers by inserting passenger side and driver side headers in from the bottom. On the passenger side, it may be necessary to remove the starter, put the header in place, and reinstall the starter.
3. Install the headers gaskets (not supplied) in between header flange and block. 3 washers are supplied with the headers-these are installed under the top bolt on the steel alternator brace.
4. The drivers side header will use a section of 1/2" X 1 1/16" long s/s tubing as a spacer on the third bolt hole back (from the front of the engine). The factory manifold stud for the third hole back will need to have the lip ground off of it to be installed with the spacer.
5. The brace which runs from the manifold bolt to the alternator bracket will need to be ground to provide clearance on the header. Install the remaining header bolts and snug in position.
6. The passenger side header will use a section of 1/2" X 1 1/4" long s/s tubing as a spacer on the fourth bolt hole back from the front. The factory manifold stud for the third hole back will need to have the lip ground off of it to be installed with the spacer. Install remaining header bolts and snug into position.
7. Install O2 sensors with never-seize on the threads-be sure not to touch or get never seize on the O2 element.
8. For systems with off road pipes, the 3" adapters supplied with your headers are designed to mate with factory exhaust or most aftermarket systems. Hold the 3" S-bend in place and mark the tube where it will need to be cut. Cut with a fine blade hacksaw to the appropriate length. The mating pipe will need to be expanded at a muffler shop and clamped in place.

9. For systems with catalytic converters, install the converters on the rear of the header, and install the 2 ½" pipes onto the rear of the converters. Measure where to cut the 2 ½" pipes to mate to your exhaust system. You may need to have the pipes on the existing exhaust system expanded to slip over the 2 ½" pipes.
10. Reinstall the air tube fittings, making sure to use never-seize on the threads. Check all fasteners for proper torque (see your factory assembly manual for proper torque specs).
11. Drive car for 20-30 miles and let cool completely. Check for clearance on all pipes and retorque bolts as necessary.