



INSTALLATION INSTRUCTIONS FOR 94-97 CAMARO/ FIREBIRD HEADERS

Thanks for purchasing Stainless Works Headers systems for your 94-97 Camaro/ Firebird. 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.

1. Stainless Works recommends the use of Hi-Temp RTV sensor safe silicon gasket maker as an option to or in conjunction with the use of factory gaskets. The recommended Oxygen Sensor Safe RTV is either Valco All-in-One Aluminum or Permatex Copper P/N 101BR available at NAPA, Autozone and other retailers.
2. Disconnect the battery before starting work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.
3. Your exhaust system can be installed by a weekend warrior but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a level hard surface and jack stands are required for safety reasons.
4. You will assemble the components together as specified below, but only snug the clamps as you move along from front to back. After aligning all the components in the vehicle, you will tighten all the clamps working from front to back of the vehicle.
5. Remove the belt from the alternator and remove the alternator.
6. Remove air tubes and diverter valves from the manifolds.
7. Remove air cleaner intake tube.
8. Remove spark plugs and wires.
9. Remove dipstick and tube.
10. Remove the starter.
11. Remove O2 sensors and head pipes. Remove the hanger which will be reused.

12. Remove the manifolds.
13. Run a tap into all of the manifold bolts to clean out the threads, including the outermost bolts on the front cylinder.
14. Reinstall the #2 spark plug and wire (this will make the assembly easier).
15. Unbolt the right and left motor mount and raise the motor.
16. Install driver side header using supplied 3/8" header bolts, and tighten.
17. Install passenger side header using supplied bolts– leave loose until after installing the dipstick tube, then tighten the header bolts.
18. Reinstall plugs and wires.
19. Reinstall motor mount bolts.
20. Reinstall the starter.
21. Using 2-1/2" clamps, install either the catalytic converters or offroad pipes, whichever was purchased.
22. Using (2) 2-1/2" clamps on either side, attach the lead pipes to the Y-pipe, then install the Y-pipe onto the cats/ offroad pipes.
23. The metal hanger on the car at the Y-pipe needs to be removed and reinstalled from the rear of the rubber hanger, so the welded on hanger on the Y-pipe will mate up properly. Place the supplied 2-3/4" clamp on the rear of the Y-pipe to connect it to the exhaust.



24. Bolt up the Y-pipe hanger pieces together using supplied 3/8" hardware.
25. Reinstall O2 extensions onto the front wires going to the collectors and the left rear which takes two as shown on the Bill of Materials, which are assembled together prior to placing in the car.
26. Reinstall the air cleaner.
27. Reconnect the battery.
28. 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 1/2" of clearance and wrap any suspect areas with DEI thermal barrier wrap.
29. 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. Your system may be tack welded at the joints/ clamps to reduce shifting of the system during heating and cooling cycles. Make certain to disconnect the battery before performing any welding.