

STAINLESS WORKS

1997-2003 Ford V-10 Class-C Motorhome

HEADER INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works Header system for your 1997-2003 Ford V-10 Class-C Motorhome. Our team has worked to ensure that this product is the premium in performance, quality, and fitment. We are proud to say that this system will unleash the true character of your vehicle. We encourage you to read through the following steps, and check the included Bill of Materials before beginning. Please follow these steps to ensure that your installation goes as planned.



**1997-2003 Ford V-10 Class-C Motorhome
(FMH97CH)**

a.

Stainless Works recommends the use of Hi-Temp RTV sensor safe silicone gasket maker as an option 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.

b.

Disconnect the battery before starting to work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.

c.

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 hard level surface. Jack stands are required for safety.

d.

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.



Detail a

5003
V001 - 11APR2025

DISASSEMBLY

1. Disconnect the battery.
2. Raise and support the vehicle.
3. For better access to the manifolds you can remove the wheels and fender shields, however this is not required.
4. Unplug and remove O2 sensors from driver side and passenger side leads.
5. Remove hardware on headpipe flanges.
6. Disconnect the 4 bolt flange from catalytic converter and remove factory y-pipe.
7. Pull out dipstick and unbolt screw that holds dipstick tube in place (see detail).
8. Remove dipstick tube ensuring that the o-ring at the engine block is also removed for reinstallation.
9. Unbolt and remove the starter motor (3x 15mm nuts).
10. Unbolt and remove factory exhaust manifolds, most of the bolts can be reached easily from the interior engine cover (doghouse cover).
11. Once manifolds have been removed, take out any of the remaining studs in order to install Stainless Works Long Tube Headers.



Detail 7: Bolt holding dipstick tube to remove



Detail 5: Unbolt and Remove Starter Motor

ASSEMBLY

12. Use the provided RTV to create a seal on the header flanges. Allow RTV to get tacky (about 15 minutes).
13. Install the headers using the provided header bolts (20x 10mm bolts).
14. Ensuring that the o-ring is on the dipstick tube, install the dipstick tube between the 3rd and 4th header tubes, some minor adjustment may need to be made to ensure fitment.
15. Bolt dipstick tube bracket back to motor.
16. Reinstall starter motor, and reattach wires.
17. Install left and right lead pipes using (2) 3" clamps.
18. Install the Y-pipe leads using (2) 3" clamps to secure.
19. Install the Y-pipe. (2) 3" clamps to secure.
20. In order to connect to the factory catback system you will need to trim the OEM catback. Use the catalytic converter as a guide to measure where you will need to cut the factory system. Make sure to leave length to slip fit the parts together.
21. Install catalytic converter to the y-pipe outlet using provided 3" clamp.
22. Adjust and tighten from front to back ensuring full clearance from any part of the vehicle.
23. Reinstall the O₂ sensors.
24. Check that all components have been re-installed and torqued to spec.
25. 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 ½" of clearance and wrap any suspect areas with DEI thermal barrier wrap.
26. After double checking for clearance and making sure all lines, wires and hoses are secured, drive the vehicle 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.



Detail 25: Location to cut factory catback to connect to SW Leads



Detail 27: Y-pipe to leads