

2011+ DODGE DURANGO & JEEP GRAND CHEROKEE 5.7L

HEADER INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works header system for your 2011+ Dodge Durango 5.7L or 2011+ Jeep Grand Cherokee 5.7L. 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.

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.



2011+ Dodge Durango 5.7L

(DUR11HCAT)

2011+ Jeep Grand Cherokee 5.7L

(JP57HCAT)



Detail a

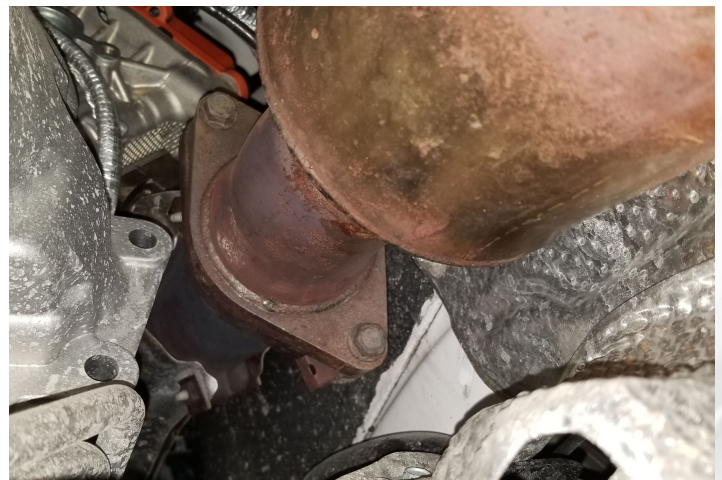
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DISASSEMBLY

1.
Disconnect the battery.
2.
Raise and support the vehicle.
3.
Remove air box and inlet.
4.
Unclip the ECM harness connections and remove the ECM..
5.
Remove 3 (10mm) fuse box nuts, gently lift the fuse box away from the engine.
6.
Support the transmission and remove (9) 16mm bolts and (2) 15mm nuts from the crossmember and transmission mount. Remove crossmember & mount from vehicle.
7.
Unbolt & remove the front driveshaft.
8.
Unclip, loosen & remove all of the O2 sensors .
9.
Disconnect the catback exhaust at the two bolt flanges by loosening & removing the (4) spring loaded nuts.
10.
Remove the catalytic converter pipes from the exhaust manifolds.
11.
Remove exhaust manifold heat shields.
12.
Remove dipstick tube & dipstick.



Detail 9: Flanged catback connection



Detail 10: Cat-Manifold connection



13.
Remove (16) 10mm bolts from the manifolds and remove the manifolds.

Removal of the starter may help ease disassembly & removal of the passenger side manifold

14.
A harness on the driver side will need to be moved prior to installing the headers.

- Remove (2) loom clamps to release the harness from the bracket it is attached to.
- Relocate the harness to the underside of the bracket and zip tie it in place (see photo).
- The front tab of the bracket will need to be bent or cut off to avoid contact with the header.

ASSEMBLY

15.
Install the provided O2 extensions.
Front #109209 - Rear #109210.

16.
Loosely install the lower header bolts that were provided using (4) 8mm bolts per side.

17.
Install the right side header using (3) 8mm upper bolts and (1) of the original bolts with the dipstick spacer.

18.
Install dipstick.

19.
Install left side header using (4) 8mm upper bolts.

21.
Reinstall the front O2 sensors into the collector bungs.

22.
Reinstall the front driveshaft using the (12) 10mm bolts.



Detail 14A: Harness in factory mount



Detail 14B: Harness relocated

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23.

Install your catted lead pipes using (2) 3" clamps. You may need to push in the heat shield on the left side to make clearance for the catalytic converter.

24.

Reinstall crossmember and transmission mount.

25.

Reinstall fuse box - (3) 10mm nuts.

26.

Reinstall the air box and inlet pipe.

27.

Connect the lead pipes to the catback using the factory gaskets. You can either connect to your factory exhaust using the (4) 8mm spring nuts or connect to your new Stainless Works catback using the 3/8" hardware supplied with that kit.

28.

Adjust and tighten from front to back.

29.

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.

30.

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 sure to disconnect the battery before performing any welding.



Detail 23: Left side heat shield



*Detail 28: Connection to catback
Stainless Works catback shown*

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