

2023+ Escalade V

HEADER INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works Header system for your 2023+ Cadillac Escalade V. 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.



2023+ Cadillac Escalade V
(ESCV23HCAT)

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

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DISASSEMBLY

1. Disconnect the battery.
2. Raise and support the vehicle.
3. Unbolt OEM catback at the factory flange connection point (4x 15mm nuts) (see photo).
4. Remove heat shields on manifold leads to access O2 sensors (1x 10mm bolt on each).
5. Disconnect and remove all (4) O2 sensors.
6. Unbolt the air tank and set to the side (3x 15mm bolts) (see photo).
7. Support the transmission and unbolt the transmission from transmission brace (2x 18mm nuts).
8. Unbolt transmission crossmember and either let it hang gently or move to the side (4x 21mm bolts).
9. Unbolt and remove both driver and passenger manifold leads (6x 15mm nuts). This can be easier with the OEM x-pipe removed from the gasket at the loop, and the second gasket hanger unbolted from the frame.
10. Remove air intake by removing 8 body panel clips from the plastic shroud at the front of the hood which will allow access to the intake tube (see photo).
11. Remove 7 philips screws to take air intake cover off which will expose 1 more Philips screw to remove, then loosen band clamp on intake hose and remove the air box.
12. Unplug evap tube from both sides of motor by pressing in on the grey tab and pulling out.

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Detail 3: OEM Connection Point .



Detail 5: Unbolt and move air tank to the side. .

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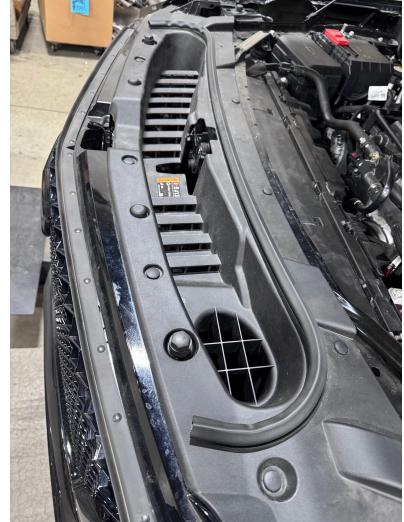
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13. Remove plastic valve covers, gently pull to disconnect.
14. For extra clearance, remove the oil fill tube by pressing slightly down and rotating counter clockwise.
15. Remove heat shields from manifolds (3x 10mm bolts on each).
16. Remove spark plugs and set to the side.
17. Remove manifolds (10x 13mm bolts).

ASSEMBLY

18. Use the provided RTV to create a seal on the header flanges. Allow RTV to get tacky (about 15 minutes).
19. Install the headers using the provided header bolts (10x 10mm bolts).
20. Install left and right lead pipes using (2) 3" clamps.
21. Install the X-pipe leads using (2) 3" clamps to secure.
22. Install the X-pipe. (2) 3" clamps to secure.
23. Using the provided hanger, install the tail pipes to the x-pipe.
24. Adjust and tighten from front to back ensuring full clearance from any part of the vehicle.
25. Reinstall the O₂ sensors. Use the provided extension for the driver side rear O₂ and run it up and over the transmission.



Detail 10: Plastic shroud to remove in order to get the air intake out.



Detail 25: O₂ extension ran over the transmission, zip tied in place.

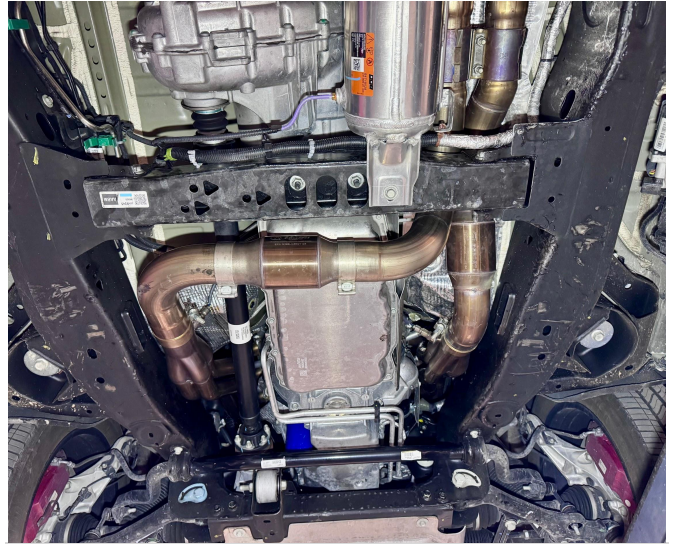
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26. Check that all components have been re-installed and torqued to spec.
27. Be sure to have adequate clearance around all wires, hoses, and lines. If anything is in contact with the exhaust system it will melt. Make sure to have at least ½" of clearance and wrap any suspect areas with DEI thermal barrier wrap.
28. 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 28: Headers and leads installed

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