



TRAILBLAZER SS HEADER INSTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works headers for your 2006-2009 Trailblazer SS. 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. The factory manifold bolts can be re-used and we recommend using new GM manifold gaskets and/ or Sensor Safe RTV Hi Temperature gasket sealant.

DISASSEMBLY.

1. Under the hood, disconnect the battery, remove the air box and engine cover. Remove spark plugs and wires, dipstick tube and washer fluid tank.
2. Raise the vehicle, level and support as required.
3. Loosen catback exhaust system and pull from rubber mounts. If replacing the catback on the vehicle, completely remove it.
4. Disconnect all O2 sensors.
5. Remove crossmember located directly behind steering rack beneath where motor and transmission meet (15 mm bolts).
6. Take out the front driveshaft by unbolting the four 7/16" bolts, then sliding driveshaft out of transfer case. Make sure that cups stay on u-joint – use tape to keep them attached.
7. Unbolt the leadpipes with cats from the manifolds (six 15 mm bolts).

8. Unbolt and remove the transmission crossmember (ten 15 mm bolts and four 18 mm bolts) and remove leadpipes.
9. Reinstall the transmission crossmember.
10. Unbolt manifolds. Unbolt A/C lines on passenger side from valve covers so they can be moved around to unbolt the passenger side. The manifolds come out from the bottom.
11. To the right of the front drive shaft just before bell housing there is an 18 mm headed bolt-remove this bolt.



INSTALLATION

1. The driver's side header installs from the bottom. Install O2 sensor in the header and place a bead of sensor safe RTV Hi Temp silicon on the face of each header port. Install header in place and put all bolts in loosely, then tighten the header to OEM torque specs.
2. The passenger's side header also installs from the bottom. Install O2 sensor in the header and place a bead of sensor safe RTV Hi Temp silicon on the face of each header port. Install header in place and put all bolts in loosely, then tighten the header to OEM torque specs.
3. Reinstall 18 mm bolt and reinstall front drive shaft. Install crossmember (located behind steering rack) with the 15 mm bolts

4. For the remaining steps, we recommend test fitting all pipes together, then applying a coating of high temp RTV to the inside of all expansion joints, then doing the final assembly. The high temp RTV will allow for much easier disassembly in the future, and also ensures a leak proof seal.
5. Slide a 3" clamp onto left side header, and install left header lead pipe. Do not tighten clamp. Install 2 1/2" clamp onto front of catalytic converter, and slide catalytic converter and pipe that goes up over cross-member. Leave loose all lead pipes until y-pipe is assembled.
6. Install right pipe on header with 3" clamp-do not tighten clamp. Slide (2) 2 1/2" clamps onto y pipe stubs, and install Y-pipe, O2 bungs facing up. Bolt Y-pipe to original exhaust, make sure you have good clearance on all pipes and tighten clamps. Install O2 sensor extensions on rear O2 sensors.
7. Lower the vehicle.
8. Reinstall plugs, wires, dipstick and washer reservoir, air box and engine cover.
NOTE: On lower rear section of front fender wells there are rubber flaps that make getting to rear spark plugs much easier.
9. Check all fasteners for proper torque (see your factory assembly manual for proper torque specs). Make sure to have adequate clearance around all exhaust pipes and drive car for 10-20 miles at legal speeds. Re-torque fasteners after heat cycling to allow for expansion.

