



COBRA HEADER INSTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works Muscleflow headers for your Cobra. We have gone to great pains to make sure that our headers fit and perform well. Please follow these steps to ensure that your installation goes as planned. Stainless Works headers do not include gaskets or bolts. In most instances, you can re-use the factory manifold gaskets. For 1 5/8" headers you can re-use the factory studs. Stainless Works headers are designed to be a bolt in installation using Stainless Works exhaust. When connecting to the factory or aftermarket exhaust systems, you will need to have the pipes from the header collector to your system fabricated by a local shop.

1. Installing headers is best performed on a lift by a qualified technician. Make sure that the vehicle is well supported before working underneath. Remove the factory exhaust manifolds. Muscleflow headers are designed to work with Stainless Works 3" exhaust-they can be installed with the factory exhaust if the h-pipe is cut and welded to fit.
2. The driver's side header can be installed from the bottom. Disconnect the steering shaft and move it out of the way. Install the Stainless Works header with the factory or aftermarket manifold gaskets. Finger tighten two bolts to hold the header in position. Install the rest of the header bolts and tighten to factory specifications. Install the O2 sensor using never-seize on the threads (in Some instances you will need to order O2 harness extenders from Caspers Electronics). Install the air tube fitting and tighten to factory specs.
3. The passenger side header will require the motor mount bolt to be removed and the motor jacked up as high as possible. From underneath the car slip the header into position and install the factory or aftermarket manifold gaskets and two bolts and finger tighten. . Install the rest of the header bolts and tighten to factory specifications. Install the O2 sensor using never-seize on the threads (in some instances you will need to order O2 harness extenders from Caspers Electronics).
4. Make 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.
5. 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.