



2003 CHEVY/GMC 8.1L TRUCK HEADERS INSTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works Muscleflow Headers for your 2003 Chevy/GMC 8.1L Truck. We have gone to great pains to make sure that our header systems fit and sound great. Please follow these steps to ensure that your installation goes as planned.

DISASSEMBLY

1. Stainless Works recommends the use of Permatex Hi-Temp RTV silicon gasket maker as an option to or in conjunction with the use of factory gaskets. The recommended RTV is Sensor-Safe P/N 101BR or 27BR, available at NAPA and other retailers.
2. Disconnect the battery before starting work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.
3. 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 level hard surface and jack stands are required for safety reasons.
4. Remove the air intake, oil dipstick, spark plugs and wires.
5. Raise the vehicle and support as necessary.
6. On the driver side leadpipe, cut the 3" factory clamp and grind down the spot weld. On the passenger side leadpipe, remove bolts that connect it to the rear pipes.
7. Remove transmission cross member (4 – 18mm bolts and 2 – 15 mm bolts). Make sure to support the transmission by the transfer case using a jack or jackstands.
8. Remove the rubber from the hanger that holds the leadpipes together, then remove the hanger that is bolted to the transmission.
9. Remove the two O2 sensors from the leadpipes using 7/8" wrench. Remove the lead pipes from the manifolds (6 – 15 mm bolts, 3 on each side).

10. Loosen nuts on studs and remove both manifolds. (8 - 13 mm nuts on each side).
11. Mark the location of the steering shaft and remove it. (1 – 15 mm bolt).

INSTALLATION

1. Cut both leadpipes per the pictures below. Cut the passenger side to 26" long from the rear flange, cut the driver side leadpipe to 9" from the outside edge of the leadpipe. Deburr the ID's of both pipes prior to reassembly.



2. Install 8" long O2 extensions (P/N 109225) on each of the O2 sensor wires.

3. Place a small bead of RTV around each port on the headers and install each from under the vehicle. Tighten nuts to OEM specs. Install O2 sensors with 8" long extensions in headers. (Note: with the larger tube sized headers - 1-7/8" or 2" dia primaries, there may be insufficient clearance around the steering shaft. Loosen the motor mount bolts, jack up the motor a bit and slide the motor toward the passenger side of the vehicle to provide a min. of 1/8" clearance for the steering shaft. Retighten motor mounts.)
4. Using new 3" clamps (3), install both leadpipes to headers and to factory flange for passenger side.
5. Reinstall the hanger off the transmission for the leadpipes.
6. Reinstall transmission cross member.
7. 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.
8. Lower the vehicle.
9. Reinstall dipstick tube locating tube to manifold stud (just below original location) and use extra nut to hold in place.
10. Reinstall spark plugs, wires, air intake, steering shaft and reconnect the battery.
11. 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 certain to disconnect the battery before performing any welding.