



2005 CHARGER, 300C AND MAGNUM HEADER INSTALLATION INSTRUCTIONS

Thanks for purchasing Stainless Works Muscleflow Headers for your Mopar vehicle. We have gone to great pains to make sure that our exhaust systems fit and sound great. Please follow these steps to ensure that your installation goes as planned.

1. Disconnect battery (in trunk).
2. Remove air box assembly.
3. Remove top engine cover.
4. Remove (2) 10mm bolts holding radiator overflow. Disconnect power steering reservoir and lay overflow back on strut tower for better access to manifold and header.
5. Raise car on a lift or place on jack stands.
6. Disconnect all (4) O2 sensors from factory harness.
7. Remove (4) 15mm bolts at manifolds and exhaust connection. (If replacing exhaust with SW system remove the complete exhaust)
8. Remove oil filter and large plastic shield covering filter for better access to bolts.
9. Remove heat shield 10mm bolts from right and left manifolds. You may not be able to remove shields but arrange them so you can get to manifold bolts better.
10. Remove manifold bolts and manifolds.
11. This installation requires dipstick bracket modification as well as: (1)- O2 extension #109210 and (2)- O2 extension #109125. These are available from Casper's Electronics.
12. Install headers from bottom side of car, without original shim gaskets use only RED hi-temperature RTV. Tighten bolts to recommended torque.

13. Re-install radiator overflow and power steering reservoir.
14. Re-install air box assembly.
15. Re-install top engine cover.
16. Re-install oil filter and large plastic cover.
17. Install a 2-½ clamp on both header collectors and install both catalytic converters on collectors and tighten.
18. Install a 2-½ clamp on both cats and install both right and left lead pipe, rotate into position and tighten.
19. Remove original O2 sensors from factory manifolds and exhaust and reinstall in new headers and exhaust. (Be sure to install them exactly how they were removed, front to rear and left to right)
20. Reconnect battery.
21. 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.
22. 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.