



2008 CHEVY TAHOE/ GMC YUKON HEADER INSTALLATION INSTRUCTION

Thanks for purchasing Stainless Works Muscleflow Headers for your Tahoe or Yukon Truck. (Front hub to rear cross member at rear of muffler 100" wheel base 116"). 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.

STOCK MANIFOLD AND "Y" REMOVAL

1. Disconnect Battery
2. Raise vehicle, remove the (2) 15 mm nuts from transmission mount. Support transmission and transfer case, and remove both large bolts from right side of trans cross member and one inner left large bolt from cross member. Let cross member swing down.
3. Disconnect O2's from harnesses, remove 2 left and right 15 mm nuts holding "Y" to manifolds, remove (2) 15 mm nuts at "Y" and flex joint. Lower "Y".
4. Reinstall cross member.
5. At this time it is necessary to remove the (4) 12mm bolt holding the front drive shaft to the front axle at the universal, this will help installation of left header, pry drive shaft from yoke, pull back and move to right or center of vehicle.
6. Remove Manifolds as follows:
7. From the top, remove (4) bolts 12 mm in sway bar and let it hang down, remove right and left spark plugs and wires, remove manifold bolts and manifolds.

HEADER INSTALLATION

1. DO NOT reuse factory manifold gaskets, instead use red hi temperature RTV silicon sealant.
2. Install left (drivers) header from the top by pulling the large engine harness toward the front of the vehicle and slowly lower header into position. Install and tighten bolts and reinstall plugs and wires.
3. Install right (passenger) header from underneath vehicle. It may be necessary to push transmission lines toward engine to get header flange into position. Install and tighten bolts, reinstall plugs, wires, drive shaft and sway bar. Remove front O2's from "Y" pipe and install in headers.
4. Place a 2-1/2" clamp on both right and left collectors and install both catalytic converters. The cat with the bend welded to it goes on the left (drivers) header. Install straight pipe with O2 bung on right (passenger) header, rotate the left converter so the bend faces downward and slip left rear lead pipe (cross over) on along with 2-1/2" clamp, rotate back into position (end of left rear lead pipe approx 1/2 inch above cross member) and snug clamps on both lead pipes.
5. Slide a 2-1/2" clamp on the ends of both right and left lead pipes. If a "Y" was supplied with your headers, install it at this time and snug clamps. Use the stainless 2-1/2" bolts and nuts to connect to our 3-1/2" cat back or your factory exhaust.
6. If headers were purchased with our Stainless Works True Dual Exhaust System, install left rear extension lead pipe to left rear lead, slip clamp into position, level rear of pipe with right lead pipe and nut clamp. Install rear O2's at this time and reconnect to factory harness
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. 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.