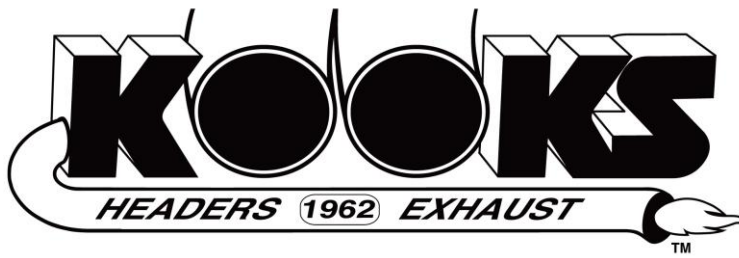


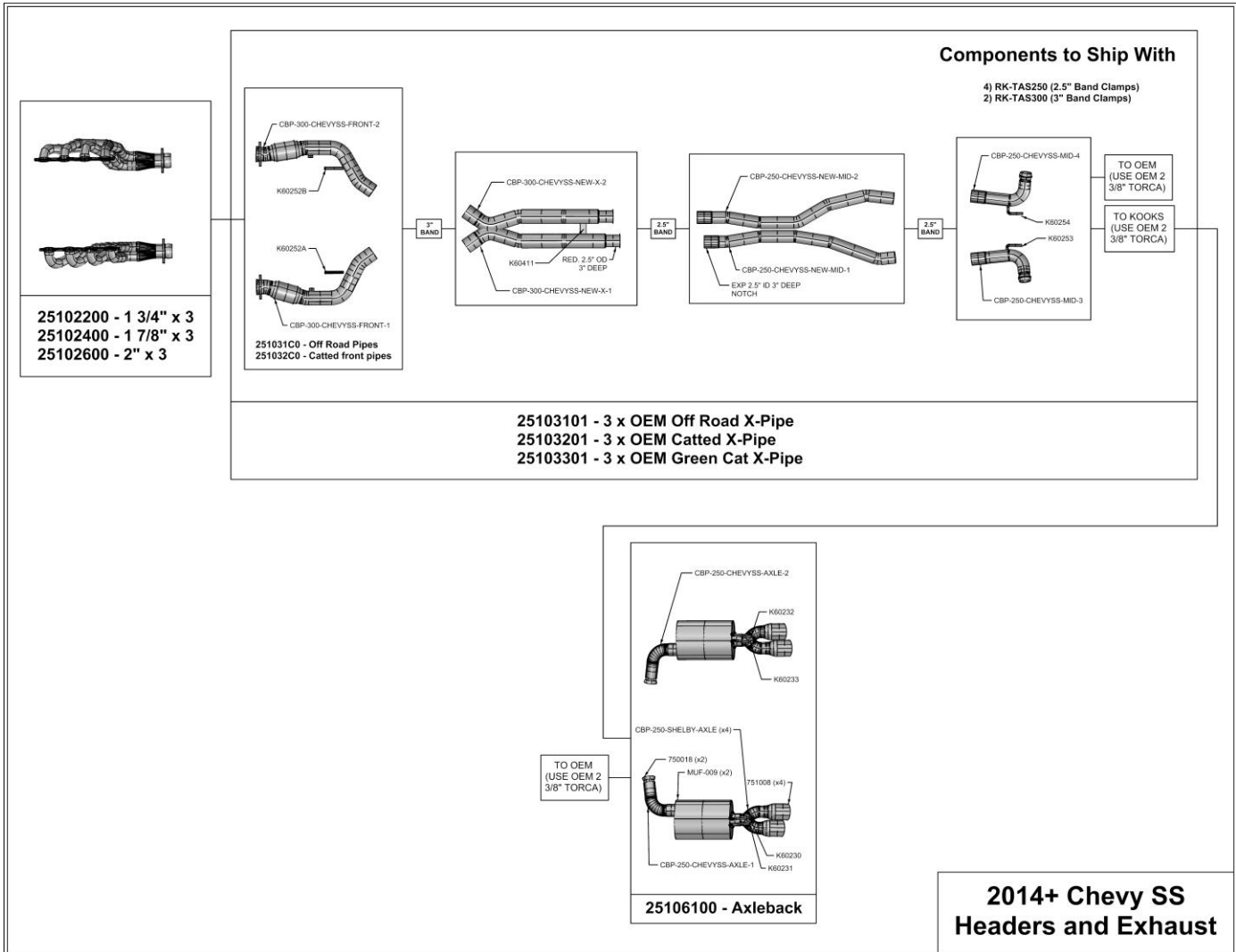
# 14+ Chevrolet SS Header and Exhaust Installation Instructions

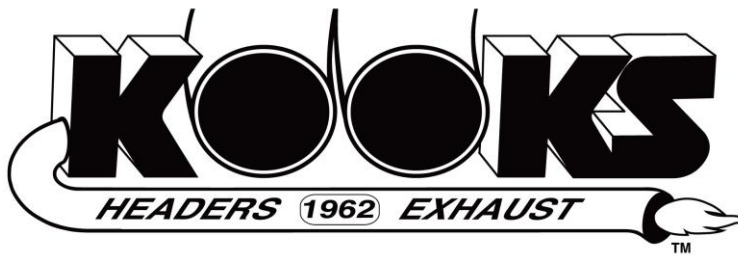


**Thank you for your purchase, we appreciate your business. If additional assistance is needed, please contact Kooks Headers and Exhaust Toll free at 1-866-586-KOOK or contact your local dealer.**



## System Layout





Do not attempt this installation if proper safety equipment isn't available to you.  
Seek the assistance of a professional installer.

Kooks Headers install from underneath the vehicle

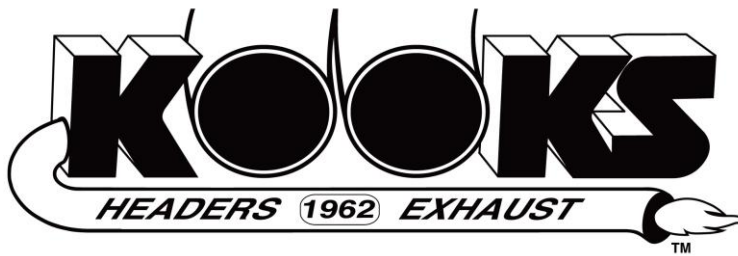
Read and understand all instructions before beginning.

To install this system the following tools are suggested:

- |   |                           |
|---|---------------------------|
| -Vehicle Lift or Jack and 4 Jack Stands   | -Standard Screwdriver Set |
| -Ratchet Set (1/4" & 3/8" Drive)          | -Safety Glasses           |
| -Metric Socket Set (1/4" & 3/8" Drive)    | -Paint Pen or Marker      |
| -Extensions (1/4" & 3/8" Drive)           | -Vehicle Service Manual   |
| - Pry Bar Set                             | -Thread Locker            |
| -7/8" O <sup>2</sup> Socket (7/8" Wrench) | -WD-40 (Penetrating Oil)  |
| -Gasket Scraper                           | -Anti-seize               |
| -Metric Wrench Set                        | -Zip Ties                 |

### **Kit Includes**

- |   |                                     |
|---|-------------------------------------|
| - One driver side header                | - Multi-layer aluminum crush gasket |
| - One passenger side header             | - Stage 8 Locking Header Bolts      |
| - Stage 8 Locking Connection Pipe Bolts | - Two 3" single bolt clamps         |
| - Four 2 1/2" single bolt clamps        | - Two X-section front legs          |
| - One X-section                         | - Two X-section mid pipes           |
| - Two Rear pipes                        |                                     |



## VEHICLE PREPARATION

**\*\*Raise and Support Vehicle (Refer to Owner's Manual for specified jacking points)\*\***

**\*Always disconnect the negative battery terminal before performing this type of work on any vehicle\***

### STOCK MANIFOLD AND CATALYTIC CONVERTER REMOVAL PROCESS

It is a good idea to spray WD-40 on any rusted hardware before you start to help loosen them. While the lube is doing its job, you can start the install.

#### **STEP 1. Battery**

- Disconnect the negative battery terminal.

#### **STEP 2. Air Box**

- Remove air intake tube and air box lid together.
- Remove air filter and air box base.

#### **STEP 3. Engine**

- Remove engine covers.
- Remove spark plug wires and spark plugs.
- Note the routing of the dip stick tube and remove.

#### **STEP 4. Steering Shaft**

- Assure steering is locked.
- Mark the relationship of the lower steering knuckle to the steering shaft.
- Remove 13mm bolt from the lower knuckle of the steering shaft and disconnect steering shaft from rack and pinion input shaft (move steering shaft to the side).

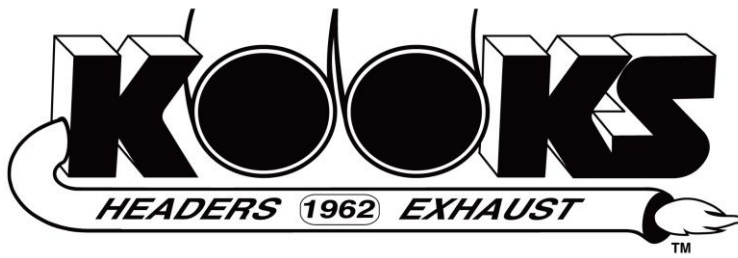
#### **STEP 5. O<sup>2</sup> Sensors**

- Note the position of each O<sup>2</sup> sensor.
- Disconnect all four O<sup>2</sup> sensors from wiring harness.
- Remove all four O<sup>2</sup> sensors (<sup>7</sup>/<sub>8</sub>" wrench or O<sup>2</sup> socket).

#### **STEP 6. Factory Exhaust**

- Support factory front catted connections.
- Remove catted connection hardware and remove catted connection.
- Remove exhaust manifold heat shields.
- Remove exhaust manifolds.

**\*\*If installing a Kooks Full Exhaust system refer to the instructions provided with the Kooks Exhaust System for Factory Exhaust removal.\*\***



## KOOKS HEADER AND CONNECTION PIPE INSTALLATION PROCESS

**\*\*All hardware should be tightened to factory specifications\*\***

### **STEP 1. Cleaning**

- Before installing your new Kooks Headers, make sure all gasket surfaces are clean and oil free.

### **STEP 2. Kooks Long Tube (Drivers Side and Passenger Side)**

- Install headers into engine compartment, from underneath the vehicle.
- Align supplied gasket with Kooks Header and start header bolts.
- Tighten headers to factory exhaust manifold torque specs using factory torque spec sequence.
- Reinstall dipstick tube. If installing on a Pontiac G8 use included spacer and hardware.

### **STEP 3. Kooks Exhaust**

- Loosely install the system, see system layout as a reference.
- Starting at the rear of the car and working your way forward properly align and tighten the system.

### **STEP 4. O<sup>2</sup> Sensors**

- Apply anti seize to the threads of all O<sup>2</sup> sensors.
- Install O<sup>2</sup> sensors noting their original location.

### **STEP 7. Engine**

- Reinstall spark plug wires and spark plugs.
- Reinstall dip stick tube noting original routing
- Reinstall engine covers.

### **STEP 8. Steering Shaft**

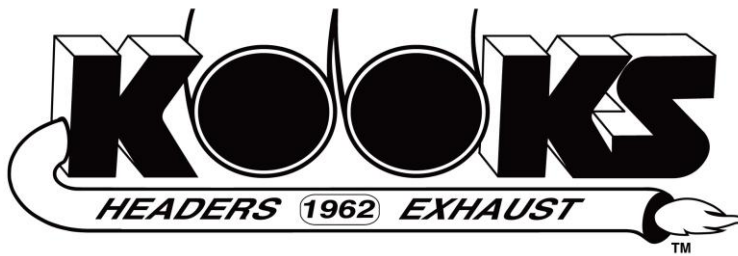
- Note the original orientation of steering shaft.
- Align steering shaft with previously made marks.
- Apply thread locker to steering shaft bolt.
- Install steering shaft bolt and tighten.

### **STEP 5. Air Box**

- Install air box base.
- Install filter and air box lid w/ air intake tube.

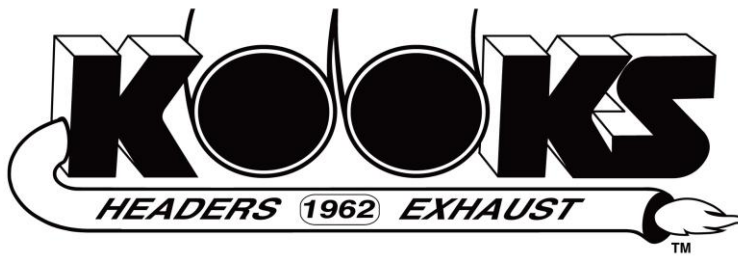
### **STEP 6. Inspection**

- Start engine and check for any exhaust leaks.



- Allow vehicle to complete one heat cycle (Heat to temp and allow for cooling).
- Re-torque header bolts and header hardware.

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Toll free at 1-866-586-KOOK or contact your local dealer.**



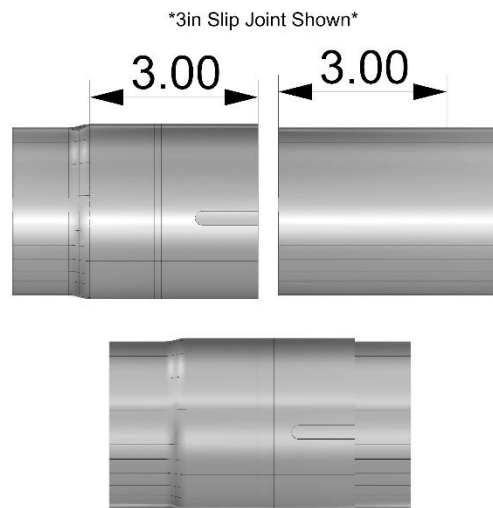
## Exhaust Installation Tips

**\*\*Universal suggested procedures for installation. Each specific application may vary\*\***

### Slip Joints

- If the system isn't fitting just right, measure the depth of each expansion (slip joint) and make sure that the mating tube is slipping inside the expansion the same distance.
- The slip joint is designed to be a tight fit as to prevent any exhaust leaks. Installation may require some extra effort to fully seat the mating tube into the expansion. Seek assistance if you cannot fully seat the tubes in the slip joint.

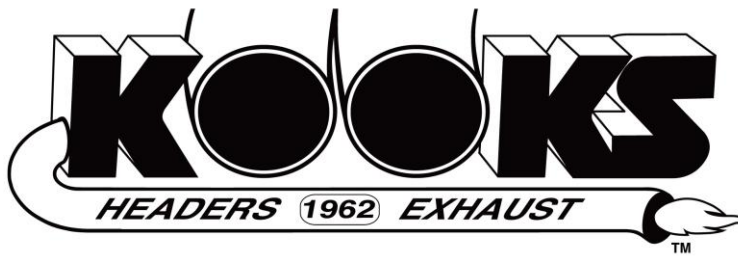
**\*EXHAUST SYSTEMS ARE DESIGNED TO HAVE SOME TOLERANCE BETWEEN BOTTOM OF EXPANSION AND END OF TUBE. SLIP JOINT CAN BE SHALLOWER THAN FULL DEPTH TO ADJUST FITMENT IF NEEDED\***



### Exhaust Hangers

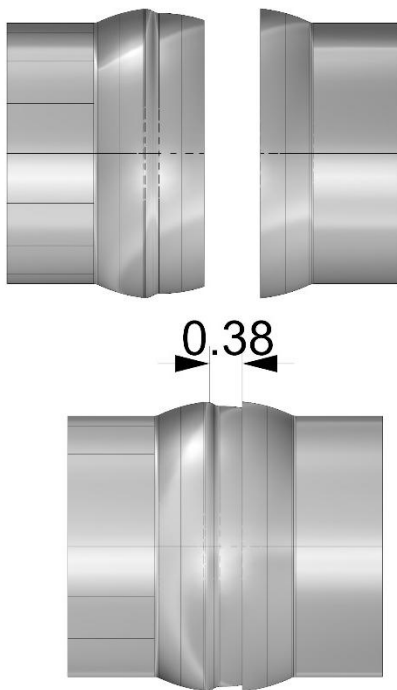
- Exhaust hangers are generally designed with the welded portion wrapping around the bottom side of the tube. For connection pipes and others with only an exhaust hanger as the defining element, keep in mind the orientation of the exhaust hanger relative to the tube.
- The portion of the exhaust hanger that is attached to the rubber isolator on the vehicle (if applicable) is generally designed to be perpendicular with the length of the isolator. In most cases, the end that protrudes from the isolator will be horizontal to nearby elements such as a frame rail or body line.
- When installing a system onto a vehicle, it is suggested that the rubber isolator be lubricated lightly with a thin spray lubricant such as WD-40 or a silicon aerosol spray.

### Torca/Ball & Socket Connections



- Torca connections should be installed as straight as possible: the flared end of the tube should be parallel with the shoulder on the balled end of the tube. There should be roughly a 3/8" gap between the flared end and shoulder on the balled end.
- Ball & Socket connections should be installed as straight as possible. When bolted together, the (x2) 2 bolt flanges should be parallel with one another and perpendicular to the length of the tube.

\*3in Torca Ball/Flare Shown\*



\*3in Ball & Socket Connection Shown\*

