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INSTALLATION GUIDELINES

AEROFLOW PERFORMANCE

GM LS HEADERS

WARNING!

BEFORE PROCEEDING WITH INSTALLATION PLEASE READ INSTRUCTIONS CAREFULLY. THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE TECHNICIAN.

INTRODUCTION

Congratulations on your purchase of Aeroflow Performance GM LS block headers. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1900 and have the product part number on hand when calling.

The Aeroflow Performance block hugger headers are a universal fitment to suit the GM LS1 / LS6 engine. They are a retro fit, tight-fit block hugger designed for use in conversion cars.

This header kit will include the following:

- 2 x header manifolds
- 2 x exhaust manifold gaskets
- 2 x collector flanges
- 2 x 3-bolt collector flange exhaust gaskets
- 2 x weld-in 02 sensor bungs
- 12 x M8 x 1.25mm header bolts (UHL 24.5mm, 12.90mm Head Size)
- 6 x 3/8”-24 bolts, nuts and washers (UHL 1”)

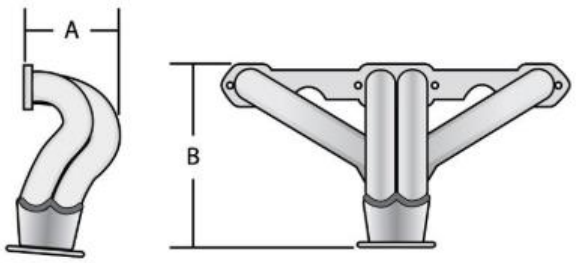
These exhaust headers are designed to fit a variety of GM LS conversion applications. Do not bend, bang, cut, dent, drill or heat any portion of these headers. Any alteration will void the warranty. Aeroflow Performance is not responsible for any part of this exhaust product that has been improperly installed, welded to, or modified in any way or product failure from a collision, off-road use, road hazards the use of exhaust insulation wrap or rust occurring after installation is all not covered by warranty. The warranty extends only to the original purchaser.

Specs are as follows: Primary tube diameter is 1-5/8”. Collector diameter is 2-1/2”. Round port with height of 1.67” and width of 1.67”.

Dimensions are as follows:

A: Width of header at widest point from exhaust port is 4.13”

B: Height of header from top of flange to lowest point is 12.25”



Please read each of the guidelines below of your new headers prior to getting started. While slight variations in either the header or the vehicle may cause minor differences in the installation process, the provided literature should guide you during the installation process to a completely satisfactory install of your new header system.

For your safety, please allow the engine to cool for a minimum of 90 minutes before starting the removal of your current exhaust manifolds/system and beginning the installation process. The use of safety goggles is strongly recommended, as debris may be dislodged from beneath your vehicle while removing or installing parts. The use of cotton gloves is recommended to protect not only your hands from sharp objects under the hood and chassis of your vehicle but also keeps the oils and grease off the header's surface possibly preventing permanent stains on the header themselves.

As a result of the restricted room available in some engine compartments, you may experience a close fit to some body and chassis components. This is a normal but ensure these headers will work for your application before any installation is attempted. Extra care must be taken to ensure that hoses, cables, electrical lines, fuel lines, hydraulic lines, or any other objects are not in contact with, or located too close to your header system.

Please note: these headers are coated with a light coating of black anti-corrosion paint to avoid rust during shipment and on the shelf. This coating must be removed entirely before painting with high-temp paint for final installation. Coating can be removed with a lacquer thinner.

1. Remove any existing headers or manifolds from the engine.

2. Check to make sure the header mounting surfaces around the ports on the cylinder heads are clean and free of old gasket material. Chase the header bolt holes with appropriate tap to make the bolt installation easier. Make sure that you do not cross thread the bolt holes during this operation.

3. Once gaskets have been prepped, using the easiest method possible, slide headers and gaskets into the engine compartment.

4. Loosely install header bolts into the cylinder head, making sure to apply anti-seize on all bolts. Ensure to hand start all the bolts in the head before tightening.

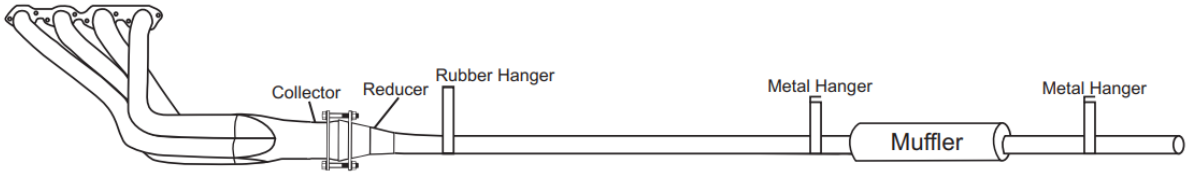
5. Once all bolts are installed loosely into the heads, tighten them to factory torque specs. (Make sure to start with the bolts that are in the centre of the flange and work your way towards the outside.)

6. Check that there is sufficient clearance between your new header and any existing brake lines, wires, cables, etc.

7. A pair of 2-1/2" flanges accompany this header kit to custom make the rest of your exhaust system.

8. Start the vehicle to check for leaks. Listen for any exhaust leak "ticking" sounds. Check gasket joint for leaks. If any are found, check to see that the gasket is properly installed and the joint is tightened properly. If everything is satisfactory allow the engine to reach normal operating temperature before shutting it off. Once the engine is cooled down, re-torque all bolts to factory specs. All bolts and connections should be retightened as necessary after the system has gone through several thermal cycles and as needed thereafter as well for safety.

After installing your headers, it is very important that your exhaust system be suspended properly. As indicated in the drawing below, you must place hangers as close to the header collector as possible. Rubber hangers should be used to allow the front of the system to flex with the engine torque. A hanger is needed before and after the muffler. When your exhaust system is unbolted from the header collector, it should remain suspended all by itself. Your headers are NOT designed to support your exhaust system. Failure to follow these instructions will most likely result in cracks around the area where your primary tubes and collector are welded together.



For more information or technical enquires

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