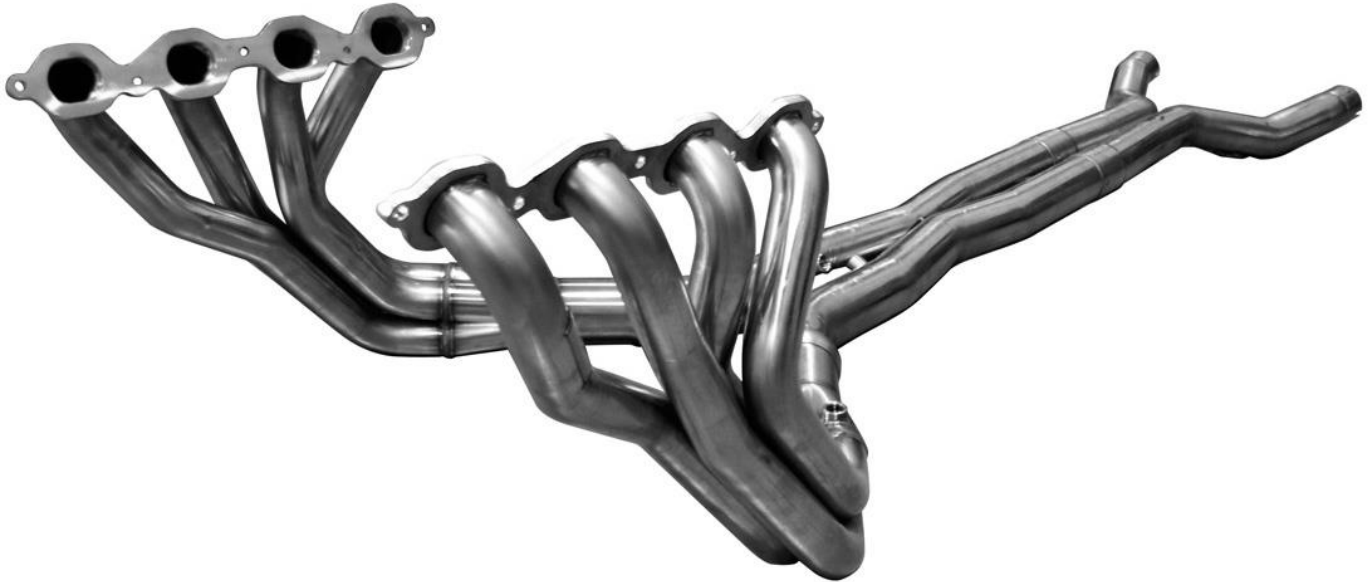


## 2014 Corvette Header & X-Pipe Installation Instructions



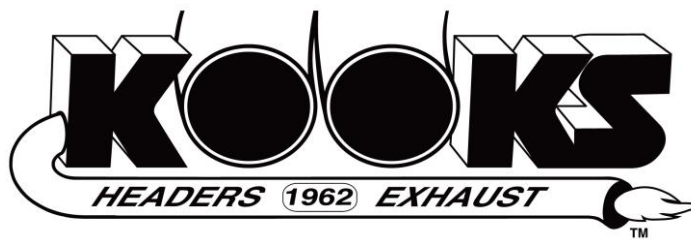
Do not attempt this installation if proper safety equipment isn't available to you.  
Seek the assistance of a professional installer.

Kooks Corvette headers install from beneath the vehicle.  
Raising and securing the vehicle is a must.

Read and understand all instructions before beginning.

To install this system the following tools are suggested:

- Vehicle Lift (Jack and 4 Jack Stands)
- Ratchet Set ( $\frac{1}{4}$ " &  $\frac{3}{8}$ " Drive)
- Metric Socket Set ( $\frac{1}{4}$ " &  $\frac{3}{8}$ " Drive)
- Extensions ( $\frac{1}{4}$ " &  $\frac{3}{8}$ " Drive)
- Pry Bar Set
- $\frac{7}{8}$ " O<sub>2</sub> Socket ( $\frac{7}{8}$ " Wrench)
- Torx Head Bit Set
- Metric Wrench Set (Ratchet Wrenches)
- Standard Screwdriver Set
- Cut-Off Tool or Hack Saw
- Safety Glasses
- Paint Pen (Marker)
- Service Manual
- Thread Locker
- Anti-seize



## 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\***

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

### **STEP 1. Battery**

- Disconnect the negative and positive battery terminal.

### **STEP 2. Fuse Box**

- Disconnect battery cables from fuse box. (Insure -neg. ground has been disconnected from battery.)
- Unclip fuse box and completely remove.
- Unclip plugs from tray under fuse box. ***Note location of each plug before removal!***
- Unbolt & remove tray.
- Remove spark plug wires and the spark plugs.

### **STEP 3. Engine**

- Remove EVAP lines on passenger side of engine
- Remove engine covers above valve covers.
- Disconnect the exhaust from the OEM manifolds.

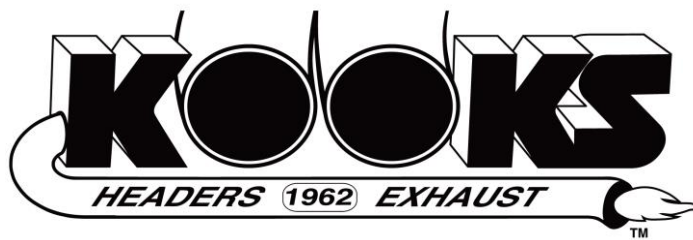
### **STEP 4. Exhaust**

- Loosen (4) motor mount bolts and **using a block of wood** raise the engine approximately  $\frac{3}{4}$ " to allow room to remove exhaust from manifolds.
- Remove belly pan brace.
- Unclip and loosen O<sub>2</sub> sensors, be sure to note sensor location before removing.
- Remove factory mid/x-pipe.
- Remove front connection pipes.
- Remove factory exhaust manifolds.

## VEHICLE INSTALLATION

### **STEP 5. Installation**

- Before installing components on vehicle:
  - Install O<sub>2</sub> sensors in appropriate location.
  - Attach supplied O<sub>2</sub> extension wires to chassis harness.
- Install header from underside of vehicle with supplied gasket.  
(Refer to factory recommendations for torque specs & tighten sequence.)



- Pre-assemble Front Connection Pipes, X-Pipe, & Mid-Pipes on the floor before installing on vehicle. Insure orientation of the AccuSeal clamps at X-Pipe to Mid-Pipe connection. The clamp studs need to be inboard and pointed downward with the exhaust in the vehicle, yet clocked as high up against the exhaust pipes as possible. (Trimming of these studs may be necessary to prevent a rattle against the belly pan after installation.)

### Installation Con't

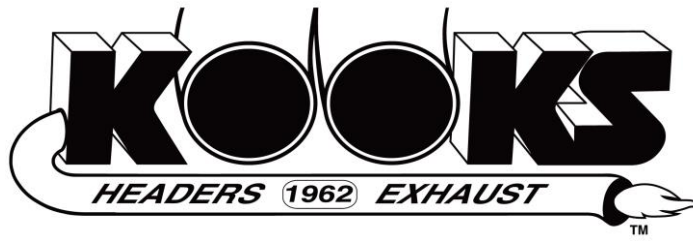
- Remove (2) 13mm bolts attaching exhaust isolator mount to transaxle. Note mount orientation before removing.
- Slide exhaust isolator mount onto Mid-Pipe hanger insuring correct orientation.
- Install pre-assembled exhaust onto existing axle back system, then attach to headers. Use exhaust support stands to prevent exhaust system from falling.
- Reinstall bolts attaching exhaust isolator mount to transaxle.
- Tighten all clamps snug, but not locked down. Adjust each component as needed.
- With exhaust adjusted and aligned, starting at the front of the vehicle, tighten the exhaust clamps working your way to the rear of the vehicle.
- Plug in O<sub>2</sub> sensors, install O<sub>2</sub> sensors wire extensions on rear O<sub>2</sub> sensors only.
- Tie up all loose wires and anything that may interfere with the exhaust to prevent burning or melting.
- Hold up belly pan, check to see if trimming of the Mid-Pipe clamp studs is necessary. If trimming is required, trim with cutoff wheel or hack saw.
- If trimming of stud is not necessary or trimming has been completed, reinstall belly pan brace & completely bolt in place.

### STEP 6. Assembly

- Reinstall spark plugs & spark plug wires.
- Reinstall fuse box tray.
- Clip in all plugs in correct location in tray under fuse box.
- Clip in fuse box.
- Reinstall battery cables to fuse box.
- Reinstall engine covers.
- Reinstall EVAP lines.
- After everything is completely installed and tight, reconnect battery cables.

### STEP 7. Inspection

- Start engine and check for any exhaust leaks.
- Allow vehicle to complete one heat cycle.  
(Heat up to operating temperature and allow for complete cooling.)
- Re-torque header bolts and exhaust hardware.
- Enjoy your new Kook's Custom Headers & Performance Exhaust!



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

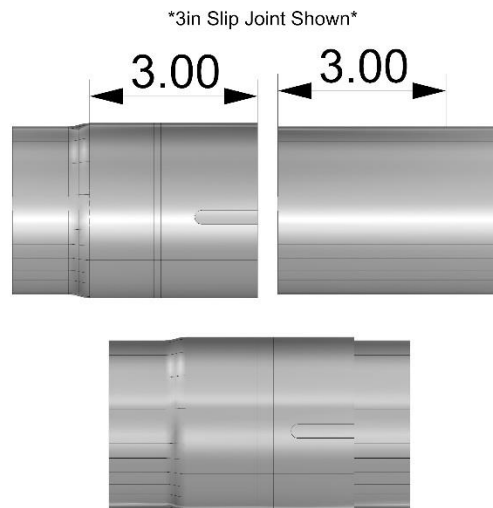
## Exhaust Installation Tips

**\*\*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\***



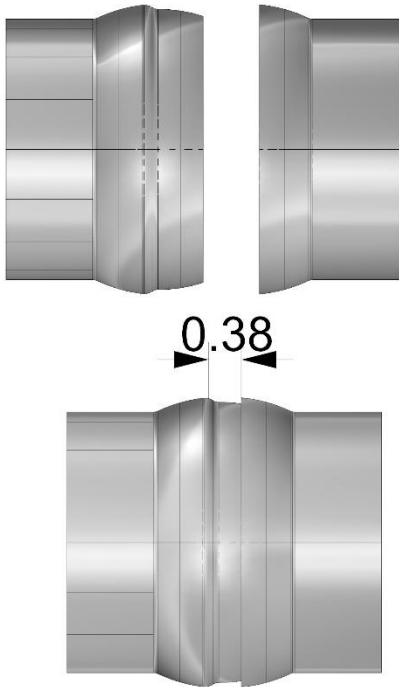
### Exhaust Hangers

- 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\*

