

HDR150S

304 Polished Stainless Steel 2010-14 Chevrolet Camaro LS3/L99 (6.2L)

HDR150S: 1-3/4" Primary tubes



Pypes Performance Exhaust

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**** (2) - 24" O2 Extensions are required but not included ****

Thanks again for purchasing your new 304 polished stainless steel Pypes Performance Exhaust (PPE) 2010-14 Camaro Headers. Please be sure to confirm hardware, gaskets and instructions were included in the kit before beginning installation. If you find any components missing or need technical assistance, please contact our office at 800-421-3890.

Work Safe: When supporting a vehicle on jack stands, be sure the ground surface is level and solid, hot asphalt will not support jack stands. Double check your placement before sliding under the vehicle.

Note: Many factors may affect the installation: broken, worn or aftermarket motor mounts, aftermarket suspension components, bent frame or chassis components from accidents, different engines or cylinder heads.

Attention: These items have a highly polished finished which can be marred or scratched during installation. If these products need to be returned and are damaged in any way, you will be charged a 20% restock/polish fee.

Disclaimer: By installing any PPE products, you indicate that you have read the following and agree to these terms:

- The purchaser is responsible for following the instructions and safety guidelines set by PPE.
- PPE assumes no responsibility for any damages from improper installation, abuse, lack of care or incompatibility with other manufacturers products.
- The purchaser is responsible for any damage to the products if returned.
- These products are manufactured using 304 polished stainless steel. Exhaust heat will turn the finish to a bluish/gold color. This is normal and not a cause for a warranty claim or return.
- Warranty: PPE will repair or replace the product at no charge (See enclosed warranty card). We are not responsible any labor charges or shipping fees.

Notes: Steering shaft removal is NOT necessary and will not make installation easier.

Removal Of Exhaust Manifolds And Catalytic Converters:

- Disconnect negative battery cable.
- Remove spark plug wires
- Remove spark plugs (optional)
- Remove (15 mm) bolt holding dipstick tube to pass. side cylinder head
- Pull out dipstick tube and set aside (pay close attention to where it is inserted into the block as it is a little tricky to get back in)
- Remove exhaust manifold to cylinder head bolts (13 mm) (qty = 6 each side) set aside the bolts and gaskets as these will be reused
- Support vehicle on jack stands (approx. 2')
- Disconnect pre-cat O2 sensors from the harness behind both cylinder heads
- Loosen butt-connect clamps (2) 15 mm bolts
- Remove driver and passenger exhaust manifold and downpipe as a unit
- Remove o2 sensors from both manifolds as these will be reused
- Install o2 sensor extensions
- Grind off tab on cat-back to allow for butt -connect clamp to slide completely over the cat-back



Requires Tools:

Torque wrench
13 mm, 15 mm, 15 mm deep well 3/8" sockets with ratchet & 4" extension
13 mm wrench
7/8" open-end wrench
Zip-Ties or baling wire
Anti-seize
Automotive lift, or jack stands

Header Installation:

- Slide headers into place. (Use baling wire or zip ties to hold place)
- Install header gaskets and (12) 13 mm bolts along with a small amount of anti-seize. Torque to 18 ft/lbs.
- Check header clearances to k-member, etc.
- Re-install spark plugs and spark plug wires
- Insert dipstick tube along with the 15 mm bolt (it is easier if the dipstick is not in the dipstick tube)
- Install pre-cat o2 sensors and connect to o2 sensor extensions (secure extensions away from headers to prevent damage)
- Slide butt-connect clamp over header and tighten.
- After heat cycling (approximately 50-100 miles), let cool down and check for loose bolts (re-torque as necessary)