



# INSTALLATION INSTRUCTIONS

## Summit Racing Headers

### SUM-G9001

**IMPORTANT!** The following steps are precautionary actions taken to avoid any failures, damages and/or injuries to the vehicle and/or person(s) in area. These are highly recommended steps that will help ensure a safe working standard.

1. Do not use a hydraulic jack as means of supporting your vehicle while working on it. Instead, use jack stands to rest the weight of the vehicle on when working underneath of it.
2. Always have vehicle and jack stands on a solid, level surface to prevent slipping/shifting and possible injury and/or damages. **DO NOT USE JACK AND OR JACK STANDS ON GRAVEL!**
3. Remove the ground cable from the negative battery terminal, to prevent any accidental injuries or damages from electrical contact.
4. Never run vehicle in enclosed space for extended periods of time due to toxic fumes coming from exhaust. Always make certain work space is well ventilated.
5. Eye and ear protection is recommended when using power tools on your vehicle.



Our Summit Performance® headers are manufactured from mandrel-bent tubing for superior flow and greater horsepower. The headers feature a pressure-formed collector for a better flow rate and a jig-welded tube-to-flange plate for a perfect fit. Gaskets, mounting hardware, and reducers are included. They're made for off-road and racing use only. Unless otherwise noted, these headers are designed to fit the vehicle as it came from the manufacturer. This includes components like cylinder heads, chassis, steering, motor mounts, body mounts and bushings, etc. If your vehicle is using aftermarket components, parts from other applications, or custom-altered parts, then it is the installer's responsibility to verify fitment. If you have any questions or concerns, please contact our technical support line Monday through Friday 9 am – 9 pm EST at 330-630-0240.

## Disassembly:

- 1: Unbolt the head pipe from the stock exhaust manifold and move aside.
- 2: Remove the stock exhaust manifolds.
- 3: Unbolt the spark plug wire looms. Mark the position of the spark plug wires, and then remove.
- 4: Remove the alternator, clutch linkage, oil filter, and the dipstick tube. On vehicles equipped with air conditioning, unbolt the compressor and lay it to the side. For late model vehicles, unbolt the power steering bracket.
- 5: Remove the starter.

### **PLEASE NOTE:**

- A. On some models it may be necessary to remove the struts bolted to the sub frame. See illustration A.
- B. If the vehicle is equipped with a smog pump and you wish to retain the air injection, it will be necessary to use an air pump manifold weld in kit (sold separately). See illustration E.
- C. Early model engines will require converting canister style oil filters to screw in style oil filters.
- D. Modify original clutch linkage as recommended in Illustration C.
- E. To install the alternator, it may be necessary to purchase an aftermarket adapter brackets. (Sold separately) See illustration D.
- F. Vehicles with air conditioning may require the purchase of an aftermarket adaptor bracket. (sold separately.)
- G. Late model vehicles with the smog pump connected to the stock exhaust manifold will need to have a piece of  $\frac{3}{4}$ " OD tubing welded to the reducer or collector. Drill a hole on the collector or reducer, then weld the tubing in place according to illustration F. Cut tubing coming out of the air pump so that a length of  $\frac{3}{4}$ " Neoprene hose can be slipped onto it. Connect to the reducer or collector.
- H. **It is highly recommended that new engine mounts be installed prior to installing headers. Old worn engine mounts can cause alignment issues as well as issues with fitment**

## Assembly:

### **Left side:**

- 1:** Starting from below, work the header up through the chassis and into position.
- 2:** Place the gasket into position and start all mounting bolts, starting with the most restricted first.
- 3:** Replace spark plugs, alternator, clutch linkage, oil filter, and dipstick tube. On late model vehicles equipped with power steering, please refer to illustration B prior to mounting.

### **Right side:**

- 1:** Starting from below, work the header up through the chassis, and into position. **Some years may require the engine to be raised slightly.**
- 2:** Place the gasket into position and start all mounting bolts, starting with the most restricted first.
- 3:** Replace the starter and connect the wires. Reroute any spark plug wires for in area for maximum header clearance.
- 4:** Connect your headers to the exhaust system. Cut the head pipe to the correct length and weld to the reducers.
- 5:** Inspect all points with limited clearances.
- 6:** Relocate any points that have direct contact with the headers and reroute.
- 7:** Make sure there is adequate clearance around all lines (Transmissions, brake, fuel and electrical lines).
- 8:** Reconnect all wiring.

**When you have finished installing your headers, it is important to take your vehicle for a test drive. Take this time to carefully listen for any exhaust leaks, strange noises or vibrations, and make corrections as needed. After driving the vehicle for a few days, re-torque all of the bolts on the headers, exhaust and brackets.**

ILLUSTRATION "A"

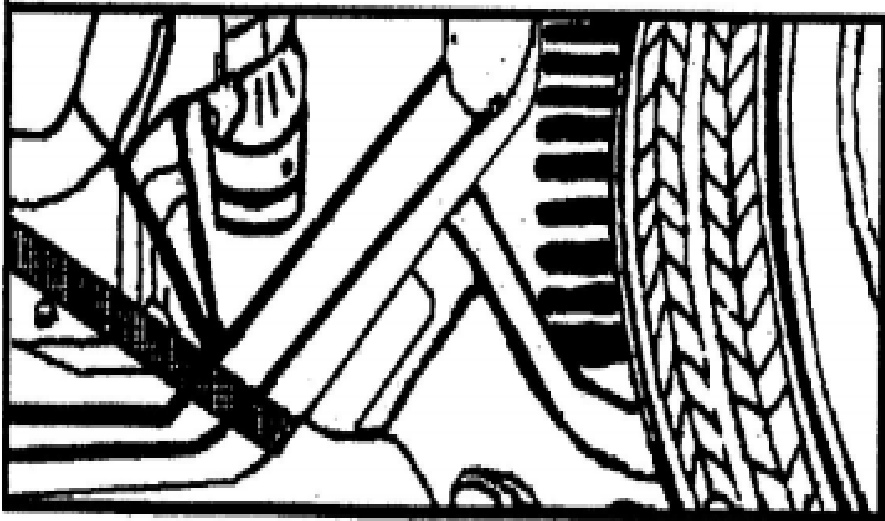


ILLUSTRATION "B"

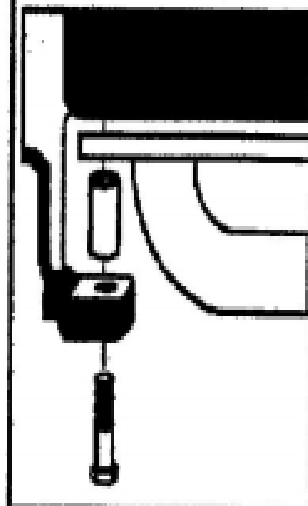


ILLUSTRATION "C"

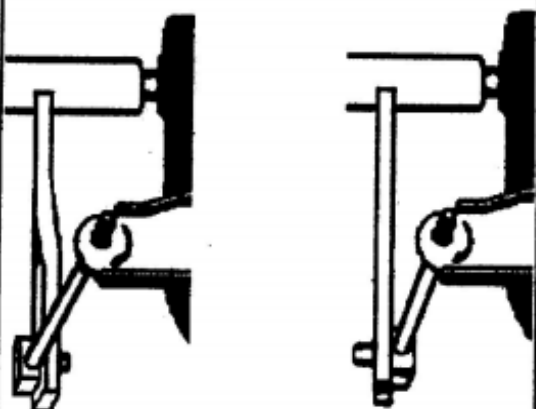


ILLUSTRATION "D"

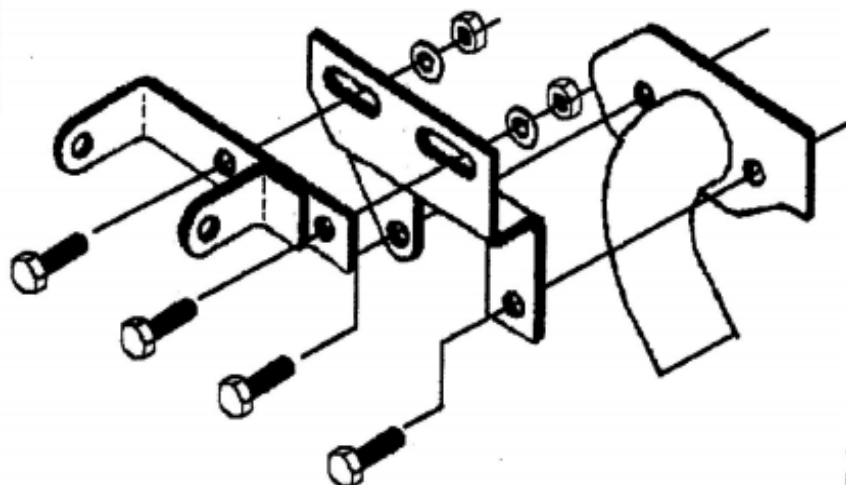


ILLUSTRATION "E"



TRIM AS NEEDED TO CLEAR HEADER AIR (SMOG) AIR FITTINGS

ILLUSTRATION "F"

