



Application: 1963-1982 Corvette



Search: **Header**
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Part Includes

1 - Exhaust System

Hooker Side Exhaust System, Big Block



Tools Needed



WARNING!

Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. We recommend using a cast iron exhaust manifold or old headers to break in new engines to avoid regarding ceramic-coated exhaust products.

BEFORE STARTING

Your vehicle must be raised a minimum of 36 inches. A floor hoist is idea. If no hoist is available we strongly urge the use of axle stands as a safety measure.

CAUTION!

Your car should not be supported on a bumper jack prior to installing headers, take the time to make a careful and complete inspection of both engine and transmission mounts. Replace them if they look worn or damaged, otherwise this may affect the header fitting into your vehicle properly.

RIGHT SIDE - PLEASE READ CAREFULLY!

STEP 1.

Disconnect the battery cable to prevent damage to the electrical system.

STEP 2.

Unbolt and remove the headpipes from the stock exhaust manifold.

STEP 3.

Remove the splash pan, spark plugs, exhaust manifold, dipstick tube and air compressor (if equipped).

STEP 4.

Starting from below, work the header up through the chassis into position. Place the gasket into position and start all bolts (most restricted first).

NOTE: If equipped with a smog pump, remove the injection tubes from the stock exhaust manifold and install in the header. See figure A.

STEP 5.

Tighten all bolts evenly (most restricted first). Replace the dipstick tube and spark plugs.



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Description (cont.)

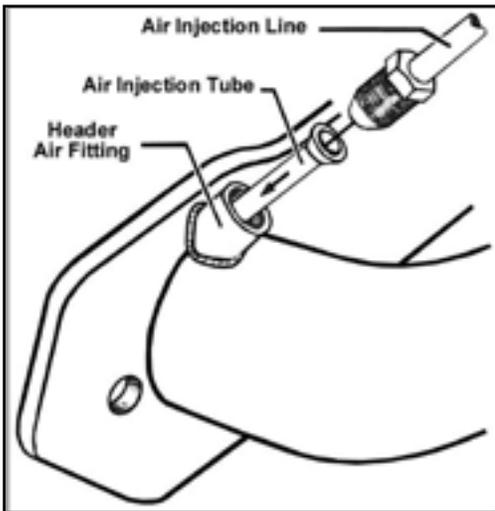


FIGURE A

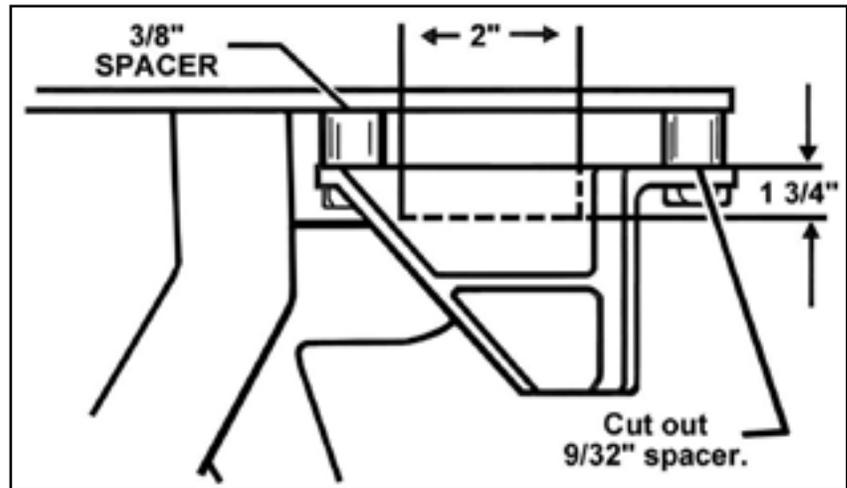


FIGURE B

STEP 6.

To remount the air conditioner, modify the stock bracket according to figure B. Fabricate one 9/32" long and one 3/8" long spacer to fit over the stock bolts. Mount the bracket as shown, using the 9/32" spacer at the first hole and the 3/8" spacer at the third hole.

LEFT SIDE - PLEASE READ CAREFULLY!

STEP 1.

Remove the splash pan, clutch linkage, spark plugs and exhaust manifold.

STEP 2.

Starting from below, work the header up through the chassis into position. Place the gasket into position and start all bolts (most restricted first).

NOTE: If equipped with a smog pump, remove the injection tubes from the stock exhaust manifold and install in the header. See Figure A.

STEP 3.

Tighten all bolts evenly (most restricted first). Replace the clutch linkage and spark plugs.

STEP 4.

To connect the collectors to the headpipes, purchase reducer kit.

NOTE: A dual exhaust system can be fabricated using either the Competition Turbo Mufflers or the Competition Turbo, Aero Chamber Muffler or Maximum Flow Muffler.

STEP 5.

Connect the battery, start the engine and check for leaks. Make sure all brake lines, fuel lines, transmission cooler lines and electrical wires have sufficient clearance. Reroute as necessary.

STEP 6.

When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.