



## **TPIS LT1 F-Body Headers Installation Instructions**

### **93-97 F-Body LT-1**

1. Disconnect battery.
2. Remove serpentine belt.
3. Remove air cleaner assembly going to throttle body, making sure to unplug the MAF sensor (94-97) and the air temperature sensor.
4. The EGR and Air pump plumbing needs to be removed. You will want to get or make an EGR feed tube block-off plate, and if you are removing your EGR valve you will need a block-off plate for that as well. (TPIS has both of these available.)
5. Remove exhaust pipe going from catalytic converter to over-axle pipe.
6. Remove “Y”-pipe and catalytic converter from both exhaust manifolds.
7. Remove the starter along with its wiring and move it aside.
8. Unhook the electrical connections from the alternator and remove it from the engine.
9. There are two bolts holding the power steering pump to its bracket. Remove these using a 10mm socket and pull the pump aside as much as possible.
10. Remove the steering shaft coming from the steering column and steering rack. This requires an 11mm socket.
11. To gain clearance for installing the headers, both valve covers have to be removed. These bolts use a 10mm socket.
12. Remove the dipstick tube. There is a bracket for it that bolts to the side of the engine block. This requires a 10mm wrench. Be gentle but firm, it’s been in there awhile.
13. Now remove the exhaust manifolds and spark plug wires. You’ll also want to mark the spark plug wires so they are reinstalled on the correct plugs when you reassemble.
14. Underneath the car, on the passenger side is a heat shield. This needs to be removed to avoid header clearance problems.
15. After the manifolds are off, you’re ready to put the headers on. Make sure that all the old gasket material is removed from the cylinder heads.
16. Both headers should install from the top, but due to the mass production of these cars there will be inconsistencies in installation techniques. The driver’s side header goes in very easily 95% of the time. One thing to make note of is your steering shaft. 93-95 cars may have a large section of the shaft called a “rag joint”. Cars with this on the steering shaft may have interference problems with the #1 primary tube. The tube will have to be modified so this doesn’t occur, or you can take out the “rag joint” section and replace it with a piece of tubing. Use a ball peen hammer and start peening a circle where the tube needs to be clearanced. This will start to recess the

tube and still allow the coating to adhere to the tube. The passenger side can pose some problems from car to car. If the header doesn't go down and in on the passenger side, you may need to remove the passenger side engine mount through bolt and raise that side of the engine. You may also be able to get the header in from underneath. We get a lot of calls with customers saying "They don't fit." Or "These must be the wrong ones." when in fact a little creativity will allow them to go in fairly easy.

17. Once the headers are in, start all the bolts but don't fully tighten them. Doing this will allow you to install the "Y"-pipe easier.
18. Now is a good time to reinstall the dipstick tube. Clean it off well with brake cleaner at the base and use some RTV silicone before you slide it back into the block.
19. Now install the spark plugs and wires. You can also reinstall the starter.
20. If you purchased our "Y"-pipe with the headers, now is the time to install it.
21. You may need to jack up the rear differential housing a few inches to gain access to line up the "Y"-pipe on the header collectors.
22. After the "Y"-pipe is on the collectors, loosely install the clamps.
23. If you have a 93-95 car, you will have to cut your after-cat exhaust pipe to hook it up to the header "Y"-pipe. If you have a 96-97 car, you may have to get a short piece of pipe to complete the assembly.
24. Once you have the exhaust system completed, leave all the clamps loose and fully tighten the header bolts on the cylinder heads.
25. You'll need to remove the oxygen sensors from the old exhaust system and install them in the headers. If your car has over 40,000 miles, replacing the sensors is would be a good idea.
26. Reinstall the steering shaft and make sure it doesn't hit the #1 primary tube. If it does, you'll have some interesting driving ahead. It can't touch the tube at any time.
27. Now go back and position the exhaust where it needs to be and tighten all the clamps.
28. If you haven't installed your EGR and AIR block-off plates, now is a good time to do it. If you don't have new gaskets for them, use a little Ultra Black or Ultra Copper on them.
29. Now you should be able to reinstall your air intake assembly and hook up your MAF sensor and air temp sensor.
30. Reinstall the power steering pump and alternator as well as the serpentine belt.
31. Reconnect the battery and you should be ready to go.
32. With the car still in the air, start it up and check for leaks.