



FITTING INSTRUCTIONS TO SUIT

6 generation LT1 & LT4 6.2 litre V8 Camaro **PACEMAKER HEADERS** part no. PH 5331 & PH 5332

Important: These headers are designed for “HI-performance” and are designed to be used with after market cats along with all other exhaust upgrades. As a consequence, it may be necessary to retune the vehicle for optimum performance after installation.

Note: both sides are designed to be fitted from underneath so a hoist is a must to install these header

Begin install procedure from underneath vehicle

- Disconnect and remove the complete exhaust from the cat back
- Locate and unbolt all 12 mounting bolts holding aluminium centre cross brace against k-frame
Note: on a 4 poster it may be necessary to bend frontal holding hook down slightly to allow the brace to drop sufficiently to clear hoist
- Remove all bolts holding plastic splash trays,
Note: there is no need to remove the blind scrivenets
- Unhook aluminium centre cross brace from plastic wheel covers, and completely remove out of the way
Note: plastic wheel covers can be left in place however it takes a little manoeuvring past these plastic covers in order to clear the aluminium centre cross brace when removing
- Remove all 4 bolts including brace connecting cats together (both sides)
- Undo the nuts holding both of the cats to the manifold and remove completely
- Locate the two bolts on the steering shaft and remove.
Note: steering shaft having the centre section removed, the upper arm can now be slid up in a telescope fashion into the fixed upper steering arm
Note, there is no need to remove the third bolt located at the head of the steering rack.

Right hand side from the top

- Place an anti-zapper across battery terminals
- Pop off engine cover
- Remove spark plug leads
- Locate front coolant line and disconnect.
Note, use a loose bolt to plug hose line immediately
- Undo the only bolt holding the coolant reserve bottle and pop up out of the vehicle. And place upside down and on top of the firewall with the open entry tube pointing up.
Note: it helps to use a cable tie to tie back coolant bottle to prevent it from falling back into engine bay
- Pop off engine cover
- Undo front star screw on the remaining plastic cover just enough to view and locate the dip stick star screw, and while you have the star screw remover in hand, remove the dipstick star head bolt as well
- Remove the screw holding the bracket from the shielded heater hoses and for ease of clearing the dip stick, cut the small cable ties so that they can be separately lifted up and over the back of the dip stick. Note, this is a tight procedure needing a little force however go easy



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- Using a 10 mm small socket, remove all of the heat shields from the manifold
- *Remove all of the manifold bolts, and with the same motion remove dipstick from sump and together manoeuvre the dipstick and manifold up and out of the engine bay. (**Refer to * note below**)
- Place gasket or reuse factory manifold shim gasket onto head using two end bolts to hold it into place
- Place headers into engine bay from underneath and hang on to the manifold bolts in the head
- *From the top, pull headers up enough to allow dip stick to wind back into the headers while lowering the headers and dipstick to fall back into position (**Refer to * note below**)
- Check from underneath that the dip stick has been relocated into the correct position in sump
- Replace dip stick bolt
- Replace the remaining bolts into header and tighten up
- Slide steering rack back down to rack and realign
- Replace steering arm bolt and tighten
- Replum and return coolant bottle and check all remaining screws and cable ties to make sure they have been returned into the factory position
- Place O2 sensor into new position on the collector cone and tighten
- Plug O2 sensors into loom to finish

Left hand side, from the top

- Remove spark plug leads
- Remove manifold bolts and pull manifold out from the top
- Note, there is no need to remove heat shields on this side**
- Place gasket or reuse factory manifold shim gasket onto head using two end bolts to hold it into place
- Place headers into engine bay from underneath and hang on to the manifold bolts in the head
- Replace the remaining bolts into header and tighten up
- Place O2 sensor into new position on the collector cone and tighten
- Plug O2 sensors into loom to finish

To finish

Note, these headers have been designed to clear the original aluminium cross brace

- Replace aluminium cross brace and all of the bolts and tighten
- Replace remaining plastics screws
- Go over the whole car and check that everything has been returned to their original factory positions

***Important remove dip stick with manifold at the same time. You will also need to reinstall the dip stick at the same time that the header is positioned into the engine bay. The best method is to place header bolts at the front and rear of the cylinder header (this is also done to hold the gasket into position as well) and leave the header to hang loose. Remove the dip stick and gently wind the dipstick tube down and behind the header. Relocate the dip stick into original position. Replace the remaining bolts and tighten up header. Bolt up dipstick tube and replace dipstick. Return to instructions.**