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## INSTALLATION INSTRUCTIONS - INS114

1998 - 2002 F-Body LS-1 Camaro/Firebird

# LONG TUBE HEADERS & MATCHING Y-PIPE

Part # 1694 and 16940



**SPECIAL TOOLS REQUIRED:** Soldering Iron and Solder



**INSTALL TIME:** Approximately 2 hours.



**DIFFICULTY:** Average.



 **MADE IN U.S.A.** 

**IMPORTANT:** All appropriate safety equipment and gear must be used during the installation of this or any BBK Performance products or any time you work on a vehicle. BBK Performance accepts no responsibility for injuries or damage caused by or during the installation of this product.

UPDATED LAST: March 2019

FOLLOW THESE INSTRUCTIONS CAREFULLY TO ENSURE CORRECT FITMENT AND OPERATION

### STEP 1

Lift the vehicle as high as possible then disconnect the negative battery terminal.

### STEP 2

Unplug the oxygen sensors from their wire harness connections.

### STEP 3

Unbolt the Y-Pipe exhaust hanger from the transmission if applicable.

### STEP 4

Loosen the clamp that connects the Y-Pipe outlet to the tail pipe section.

### STEP 5

Remove the cross brace from under the Y-Pipe if applicable.

### STEP 6

Unbolt the Y-Pipe from the catalytic converters and remove it from the vehicle.

### STEP 7



Remove the nuts that connect the catalytic converters to the exhaust manifolds, and then remove the converters from the vehicle.

### STEP 8

Unbolt the EGR connections that attach to the factory exhaust manifolds.

**NOTE!** There are no EGR connections on the BBK Headers. You may block off or remove the existing tubes at this time if you have not already done so.

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### STEP 9

Remove the spark plug wires to avoid damaging them during header installation.

### STEP 10

Pull out the dipstick, unbolt the dipstick tube, and remove it from the car by pulling the tube up and out of the engine block.

### STEP 11



Remove the bolts that attach the steering shaft to the steering rack and firewall steering column yoke.

### STEP 12

Unbolt and remove the stock exhaust manifolds and gaskets. Transfer all the oxygen sensors to the BBK Headers and Y-Pipe.

**NOTE!** Be sure to add a small amount of anti-seize to the top thread of each oxygen sensor using the supplied anti-seize packet. As you thread the oxygen sensor back into the part the anti-seize will spread evenly throughout the threads.

### STEP 13

Install the BBK Headers and supplied gaskets using the factory header bolts. Thread the supplied collector studs into the headers by hand.

### STEP 14

Loosely attach the BBK Y-Pipe halves with the supplied coupler.

**NOTE!** Final tightening of this coupler will be done after all other components are aligned and tightened.

### STEP 15

Connect the flanges on the Y-Pipe to the headers using the supplied hardware.

### STEP 16

Using the original clamp, connect the supplied Y-Pipe to the tailpipe section.

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### STEP 17

Tighten the coupler that connects the Y-Pipe halves.

### STEP 18

Re-connect the spark plug wires.

### STEP 19

Re-install the dipstick tube using the original bolt.

### STEP 20

**NOTE!** You can chose to extend the oxygen sensor wiring, but its best to extend the wiring harness itself and not the oxygen sensor wiring as most oxygen sensors have special wires in them. BBK strongly recommends soldering the connection, then using the supplied heat shrink to insulate & protect the connections.

- A. Determine how much longer your oxygen sensor harness needs to be and cut the appropriate lengths from the supplied wire. We have supplied enough wire to extend the front oxygen sensor harnesses 10 inches.
- B. Cut the supplied heat shrink into 16 1in sections.
- C. Cut and extend the oxygen sensor harness wires one at a time so the wires don't get mixed up. Be sure to slide 2 pieces of heat shrink over each wire as far away as possible from the area being soldered. Once the solder has cooled, slide a piece of heat shrink over the soldered area and use radiant heat from the soldering iron or heat gun to shrink it.

### STEP 21

Re-establish all oxygen sensor connections, re-install the steering shaft and re-connect the negative battery terminal.

*After about 500 miles of driving, re-torque the headers bolts.*

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