

STAINLESS WORKS

2015+ Charger / Challenger 6.2L, 6.4L

High Flow Catted Lead Pipe Installation Instructions

Thanks for purchasing a Stainless Works Header system for your 2015+ Challenger/Charger. Our team has worked to ensure that this product is the premium in performance, quality, and fitment. We are proud to say that this system will unleash the true character of your vehicle. We encourage you to read through the following steps, and check the included Bill of Materials before beginning. Please follow these steps to ensure that your installation goes as planned.



**2015+ Challenger SRT
(HM64CAT)**

a.

Stainless Works recommends the use of Hi-Temp RTV sensor safe silicon gasket maker as an option or in conjunction with the use of factory gaskets. The recommended Oxygen Sensor Safe RTV is either Valco All-in-One Aluminum or Permatex Copper P/N 101BR available at NAPA, Autozone and other retailers.

b.

Disconnect the battery before starting to work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.

c.

Your exhaust system can be installed by a weekend warrior, but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a hard level surface. Jack stands are required for safety.

d.

You will assemble the components together as specified below, but only snug the clamps as you move along from front to back. After aligning all the components in the vehicle, you will tighten all the clamps working from front to back of the vehicle.



Detail a

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DISASSEMBLY

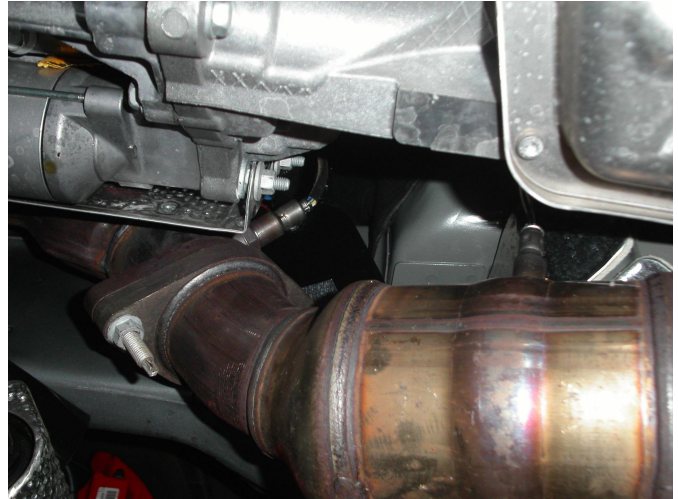
1. Disconnect battery.
2. Raise and support vehicle.
3. Unplug and remove the rear O2 sensors.
4. Loosen clamps at the OEM catback connection point.
5. Remove (4) 10 mm nuts (2 per side) from the factory 2-bolt flanges.
6. Remove OEM catted lead pipes from vehicle.

INSTALLATION

7. The new lead pipes can be installed directly to the OEM catback or a SW catback (if equipped). Install the supplied adapters over the end of the lead pipe outlets using (2) 3" clamps. Do not fully tighten the clamps at this time.
8. Install the left and right SW lead pipes into the catback. Leave the clamps loose at this time.
9. Slip the flange connections into the high flow converters, using (2) 3" clamps. Leave the clamps loose at this time.
10. Connect the converters w/inlets to the lead pipes using (2) 3" clamps.
11. Bolt both flanges to the manifold outlets using (4) 10 mm nuts (2 per side).

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Detail 3 & 5

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12.

Reinstall the rear O2 sensors. The driver side will require the use of the supplied wiring extension.

13.

Adjust and tighten the system from the front flanges to the catback connection.

14.

Be sure to have adequate clearance around all wires, hoses and lines. If anything is in contact with the exhaust system, it will melt. Make sure to have at least ½" of clearance and wrap any suspect areas with DEI thermal barrier wrap.

15.

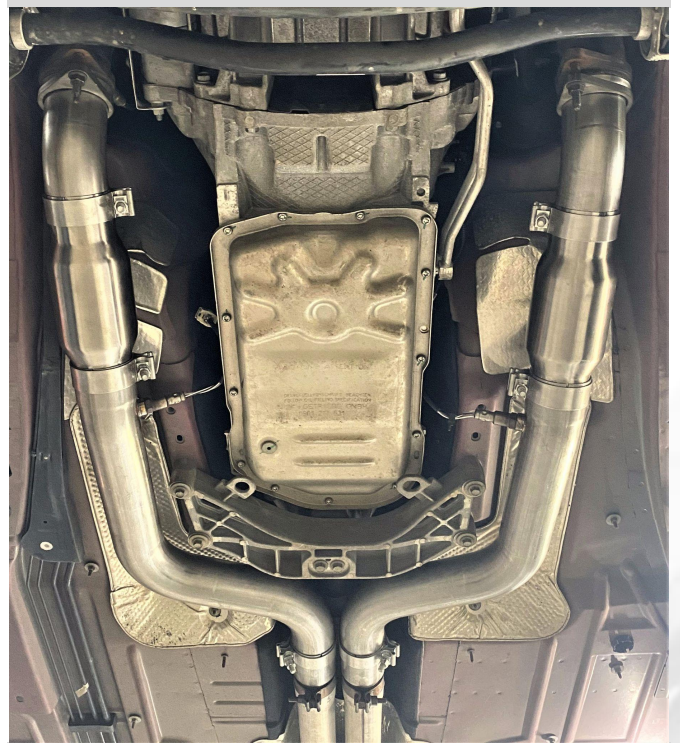
After double checking for clearance and making sure all lines, wires and hoses are secured, drive the vehicle for 10-20 miles and re-check all clamps and clearances. Your system may be tack welded at the joints/ clamps to reduce shifting of the system during heating and cooling cycles. Make certain to disconnect the battery before performing any welding.

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Detail 12 & 13



Detail 14

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