



INSTALLATION INSTRUCTIONS

MAKE: Chevrolet
MODEL: Corvette (C5)
YEAR: 1997-2004
ENGINE: V8-5.7L



RACE ONLY DISCLAIMER

This is a Race Only product that is to be used solely for competition, it cannot be used on vehicles that are operated on public streets, roads or highways. Its use is limited to closed-course and open-course racing that is formally sanctioned by a recognized racing organization. Any other use, including recreational off-road use, could be in violation of local, state and federal laws. A competition acknowledgement / liability release form must be filled out and submitted.

PFADT Series

P/N: 48C34124 Header

P/N: 48C34102-YC/YN X-Pipe

P/N: 48-34103-YC/YN Combo



Parts Included

48C34102-YN/YC

- Flat Retention Clip (x2)
- Bolt 10M x 35mm (x4)
- 2 Bolt set Gasket (x1)
- Nut 10M x 1.5 (x4)

Parts Included

Header:

- Bolt, M10 x 1.25 x 10mm (x1)
- V-Band Clamp (x2)
- Threaded Plug (x1)
- Exhaust Set Gasket (x1)
- O2 Sensor Extension 24" (x2)
- Bracket, Dipstick (x1)
- Washer, Lock: M6 (x1)
- Screw, Hex Hd: 1/4-20x3/4 (x1)
- Nut, Hex Jam: 1/4-20 (x1)
- Clamp, Fixing: 1/2 " ID (x1)

CAUTION: Allow time for your vehicle to cool down prior to installation. When working on or under your vehicle proceed with caution. Exhaust systems reach high temperatures and may cause serious burns. Wear protective safety equipment; eye goggles and gloves to ensure a safe installation. aFe recommends professional installation on our products.

Step 1: Disconnect the battery from the vehicle.

Step 2: Securely support the vehicle on a lift and / or jack stands with at least 24" inches of clearance from the frame to the ground surface.

Step 3: Remove the front tires.

Step 4: Remove plastic fuel rail covers and the dip stick tube.

Step 5: Remove smog pump lines from each manifold. On the driver side disconnect the line and place out of the way.

Step 6: Remove spark plug wires and spark plugs to avoid damaging during installation.

Step 7: Remove all but two exhaust manifold bolts (loosen these last two bolts enough to hold the manifold in place).

Step 8: Remove the primary and secondary O2 sensors from the engine wiring harness. The primary O2 sensor connector is black and the secondary is grey.

Step 9: Remove the four nuts that hold the mid pipe to the manifold. Remove the two hanger bolts that hold the mid pipe to the transmission. Remove the two spring bolts in the rear of the mid pipe, and the four bolts that connect the mid pipe to the over axle pipe.

Step 10: Remove the mid pipe.

Step 11: Secure the engine by placing a jack stand under the oil pan and secure the front sub frame on a transmission stand. If necessary, run straps through the frame to the stand.

Step 12: Remove the two nuts that hold the sub frame to the engine.

Step 13: Remove the four nuts the hold the sub frame to the vehicle.

Step 14: Remove the four bolts that hold the front sway bar and the bushings. (Drop these forward and out of the way)

Step 15: Remove the two bolts that hold the front shocks.

Step 16: Remove the top four bolts that hold the upper A arm to the frame rail and slowly drop it down. (Watch for spacers, and ensure they go back into their correct spots).

Step 17: Remove the bolt that holds the brake line to the frame rail.

Step 18: Remove the bolt that holds the steering shaft and mark the alignment, then push the shaft to increase the clearance.

Step 19: Remove ground and starter wires from both sides of the block. (Move these behind the transmission to keep them out of the way)

Step 20: Slowly drop the sub frame until it is no longer on the alignment studs. (Be careful, and watch for any lines so they do not get stretched, damages or pulled. If unable, find alternative to make clearance.)

Step 21: Remove driver side manifold, in doing so; carefully shift the sub frame and motor to get the manifold out.

Step 22: Remove passenger side manifold, in doing so; carefully shift sub frame and motor to get the manifold out.

Step 23: Remove the OE gaskets, clean the cylinder head free of any debris. When installing, use the supplied manifold gaskets.

Step 24: Install driver side header. You will need to shift the sub frame and raise the motor slightly to clear the oil pan. Secure the header by using two bolts.

Step 25: Install passenger side header. You will need to shift the sub frame and raise the motor slightly to clear the oil pan. Secure the header by using two bolts.



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Step 26: Install the primary O2 sensor extensions and sensors which are black. Zip tie the wires to various fluid lines along the engine block.

Step 27: Lift sub frame back into alignment and snug the (x4) nuts and the (x2) nuts from the sub frame to the engine. Torque the sub frame to 118ft lbs and the engine mounts to 55ft lbs.

Step 28: Reconnect all ground and starter wires.

Step 29: Reconnect steering shaft and tighten.

Step 30: Reconnect A arms, shocks, and brake lines. The A arms should be tightened to 48ft lbs of torque.

Step 31: Reconnect sway bar with the torque at 25ft lbs.

Step 32: Install two V-band clamps on the rear of the headers, leave them loose for now.

Step 33: Install the mid pipe and use the provided gaskets and bolts.

Step 34: For the catted systems install the secondary O2 sensors which are grey. Pull some slack from the top of the wire harness and slide back the extra wire length for the O2 sensor to be reached. Then install the provided (x2) flat brackets (Brackets need to be bent at a 45 degree angle to be able to tuck the wire behind **See Figure A**). (**Note:** If the catted system is not purchased you will no longer need the secondary O2.)

Step 35: Torque header bolts starting from the middle, working your way towards the outside. On your first pass, torque the bolts to 11ft lbs of torque, on your second pass 18ft lbs.

Step 36: Torque v-clamps to 12ft lbs of torque.

Step 37: Tighten all bolts on the mid pipe.

Step 38: Reinstall spark plugs, wires, and dip sticks. (**Note:** If your OE dipstick was bolted to the manifold, bolt the dipstick tube bracket to the head using supplied 10MM bolt. Using supplied "P" clamp and 1/4-20 X 3/4 bolt, nut, and washer, attach "P" clamp to dip stick tube and bolt to bracket on the header. **See Figure B**)

Otherwise, bolt the dip stick back to the head of the engine as it was originally.

Step 39: Reinstall the fuel rail plastic cover.

Step 40: Reinstall the front tires and torque them to 100ft lbs.

Step 41: Double check all bolts, clamps, and fasteners. Ensure they are tight and / or torqued to the proper specification, ensure no wires are dangling or touching the exhaust.

Step 42: Reconnect the battery.

Step 43: Start the vehicle and check for any leaks.



Figure A.



Figure B.