

HINSON C6 Headers Installation Guide

Congrats and thank you for the purchase. We are proud to have you join the HINSON performance family. These parts are proudly built in the USA.

Package Includes –

- Ceramic coated stainless steel headers
- Ceramic coated stainless steel X-pipe
- Stainless rear exhaust connection pipes
- Exhaust clamps
 - 2 x 3” Wide clamps (two bolt design)
 - 2 x 3” Narrow clamps (single bolt design)
- O2 Sensor Extensions (2 qty)

Recommendations –

1. Install these parts on a lift.
2. You will want the help of an assistant. Installing headers is easier with a second pair of hands.

Required Parts Not Included –

1. These are round port headers. LS7 car owners will need to purchase new exhaust manifold gaskets. GM part number 12617944. These are roughly \$14 each and available through HINSON or your local dealer. Type the part number in the search part on HinsonMotorsports.com for a quick find.
2. Stock exhaust manifold bolts are needed. If you have lost a set, you can purchase ARP header studs (#434-1301) from HINSON or GM Bolts from the dealer.

Installation Guide –

1. **Read all of the installation guide before beginning.** Do not get frustrated with your parts if you're too lazy to read.
2. Prior to disassembly of your vehicle, unpack your shipment from HINSON Motorsports to verify all parts are ready. Compare the rear pipes and verify you received a left and right. Also verify the outlet connections for the rear tail pipes are the 2.5” or 3” that you need. Be sure you can remove and use the rear clamps on your axle-back.
3. Remove the factory exhaust manifolds and mid-pipes. We find it easier to remove the mid-pipes and work your way to the front of the car.
4. With the factory exhaust off the car, tie up the rear O2 sensor wires connector and leave them out of the way. They will not be used in an off-road system.
5. Install the front O2 sensor extension wires (provided with the kit) and secure them loosely to the vehicle behind the factory heat shield. It is hard to secure the extension if you wait until after the header is in place. Do this for both driver's and passenger's side wiring. Use zip ties (*not included*) for this purpose.

6. *Dry Sump Engine Models Only* – Drain the engine from the pan. Remove the oil lines from the oil pan that connect to dry sump tank. The oil lines will need to be moved out of the way to give clearance for the header installation. If it is not time for an oil change, capture the oil in a clean container and use it again.
7. The headers will easily slide in place on both sides. It is possible to hang the header flange in place on the rear wiring harness until the car can be lowered and a bolt installed.
8. With the gasket in place, install a factory exhaust manifold bolt in all cylinder head bolts. They should be turned only a few turns. This will allow you to maneuver the headers. You should see close ¼” of threads between the header flange and cylinder head. Don’t forget your anti-seize.



**PASSENGER
SIDE**



**DRIVER'S
SIDE**

X-Pipe Installation

1. The connections are a slip fit connection that are intentionally tight. If the last two inches of your header collector are coated, the connection will be even tighter.
2. The long side of the X-pipe fits on the passenger side of the car.
3. Using a second pair of hands, position the loose headers so the X-pipe can slide over both collectors. If you tightened the headers to the cylinder heads, loosen them for maneuvering.
 - a. The connection is tight to avoid leaks. You may find it easier to slide one side of the X-pipe on a single collector to “loosen” the connection. Do this on both sides.
4. When the collector is started on both collectors, you will want to push the X-pipe all the way on the collector. It will stop when it hits the end of the pipe expansion. Using a block of wood and a hammer to tap it along can be helpful.
 - a. Do not hit the pipe with a hammer. You will bend the end and create a leaking connection.
 - b. Make sure you have enough threads in the cylinder head exhaust bolts to avoid damage when pushing and pulling against the headers.

Tail Pipe Installation –

1. Slide the narrow band clamp over the rear of the X-pipe. It is easier to put it on now. Position the clamp so the bolt is pointing down.
2. Install your factory rear clamp over the axle back.
3. The slotted end of the tail pipe installs to the engine side. The mounting tab will be pointed up towards the hanger under the transmission.
4. Push the tail pipes all the way forward and rotate them some to gain play in the connection.
5. Pry the factory axle back exhaust back and slide it inside the tail pipe.
 - a. In some cases, it may be helpful to loosen the axle back exhaust from the rear hangers. This will give more maneuverability.

Final Installation –

1. With everything connected together, line up the tail pipes with the exhaust hangers and secure using factory hardware.
2. Tighten the header bolts from the inside out in an alternating pattern like cylinder head bolts.
 - a. Factory exhaust manifolds Torque Specs
 - i. First Pass 11 ft-lbs
 - ii. Second Pass 15 ft-lbs
3. Rotate all clamps for ideal ground clearance. Tighten the clamps to secure all connections for leak free performance.

CRITICAL STEP –

1. **Do not break in an engine with any ceramic coated header.** This will damage the coating and void all warranties. If you're breaking in an engine, use a non-coated header or factory exhaust manifold.
2. **The ceramic coating has been cured prior to shipment. Final curing requires several heat cycles to fully cure before they will withstand extreme heat. Engines should allowed to idle for minimum 30 minute sessions and fully cool before high heat (*higher rpm above idle*) is introduced. Failure to do this will result coating failure and "white spots." These white spots do not affect performance and are cosmetic only.**
3. Do not use header wrap with a ceramic coated header. It will lead to damage and void the warranty.

Our goal is to deliver a high quality product with top notch customer service. Contact us with your questions or concerns. If you cannot leave perfect feedback on this product, please contact us to see how we can assist you.

Thank you –

The Team @
HINSON Motorsports