

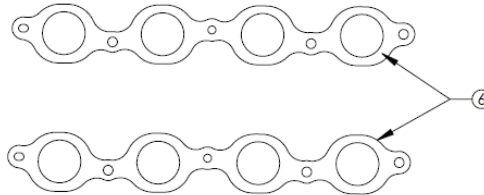
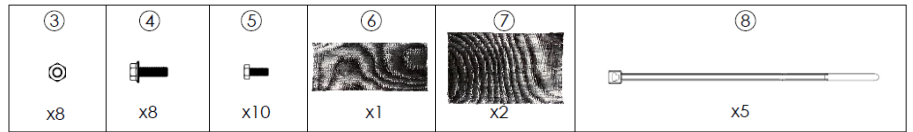
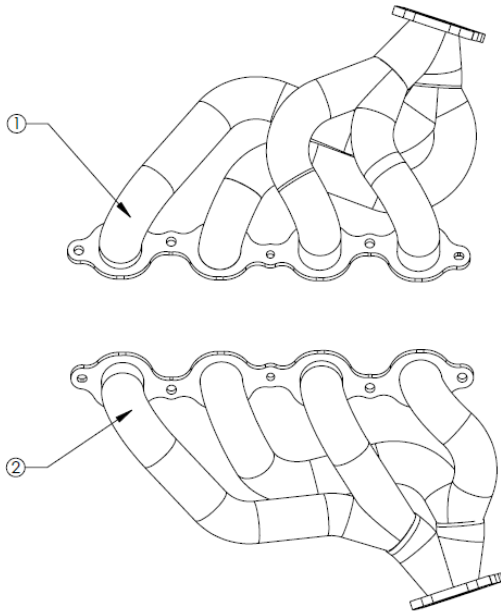



INSTALLATION INSTRUCTIONS

Short Tube Headers

48-34144

MAKE: Chevrolet
MODEL: Camaro SS
YEAR: 2016-2023
ENGINE: V8-6.2L



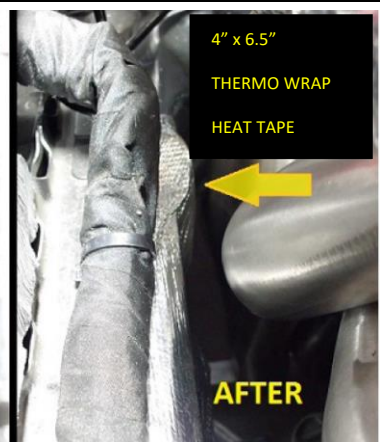
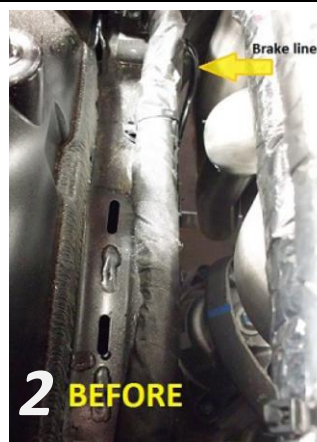
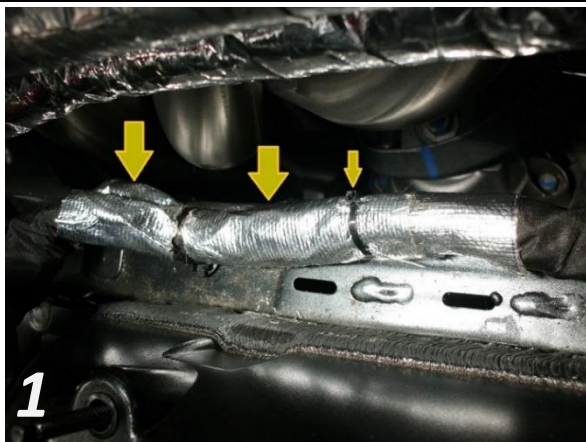


EMISSIONS DISCLAIMER
 This product is not currently CARB exempt and is not available for purchase in California or for use on any vehicle registered with the California Department of Motor Vehicles.

Item	Description	Part Number	Quantity
1	Driver Side Tri-Y Assembly	05-245106	1
2	Passenger Side Tri-Y Assembly	05-245107	1
3	Nut, M10 x 1.5mm	03-50628	8
4	Flange Head Screw, M10 x 1.5 x 30mm	03-50493	8
5	Bolt, M8 x 1.25 x 25mm	03-50442	10
6	Header Gasket	05-46132	2
7	Heat Shield Adhesive: 2" x 4"	05-46218-1	1
8	Heat Shield Adhesive: 4" x 6.5"	05-46219-1	2
9	12" Nylon Cable	05-60167	5

aFe POWER recommends professional installation on this product. Thoroughly inspect the aFe POWER exhaust system to make sure there is no damage from shipping (if damage is noted, immediately contact aFe POWER customer service). Allow time for your vehicle to cool down prior to installation. When working on your vehicle proceed with caution. Wear protective safety equipment; eye goggles and gloves to ensure a safe installation.

Install band clamps to proper torque specifications of 40-45 ft-lb.





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1. **(Read instructions prior to installation.)** It is recommended to not fully tighten the header hardware until it has been fully installed. Leave loose for adjustability.
2. Secure vehicle on jack stands (refer to your manual for specified jack stand positions).
3. Secure the stock exhaust with jack/stands.
4. Disconnect negative battery terminal.
5. Loosen the (x2) bolts and the (x2) nuts on the catalytic converter support bracket.
6. Remove the (x4) nuts on the passenger side and drivers side securing the catted down pipe to the exhaust manifolds.
7. On the driver's side, remove the (x2) bolts on the steering shaft. Slide the upper shaft up and remove the center connection tube. **(Caution, do not rotate the steering while the steering shaft is not connected, it can cause damage to the clocking spring)**
8. Unplug the wiring harness connector on the mass air flow sensor.
9. Loosen the clamp on the inlet tube to the air box, remove the air box by pulling it upwards releasing it from the rubber grommets and remove from vehicle.
10. Remove (x3) bolts on the driver's side exhaust manifold heat shield and remove the heat shield.
11. Remove the (x4) spark plug wires from the coil packs and spark plugs.
12. Remove the (x4) drivers side spark plugs.
13. Remove the (x5) bolts on the driver side stock exhaust manifold and remove the manifold and gasket.
14. Install the driver's side aFe POWER header using the supplied gasket and hardware.
15. Torque the header bolts, starting from the center working your way outward. First pass will be 11 ft-lbs. of torque, second pass will be 18 ft-lbs.
16. Connect the aFe POWER header to the stock catted down pipe with the supplied hardware and tighten.
17. Reinstall the steering shaft using the original bolts and tighten.
18. Reinstall the spark plugs, spark plug wires, air box and connection tube. Reinstall the mass air flow sensor connector.
19. On the passenger side disconnect the upper coolant line on the radiator coolant reservoir. Plug the hose using a bolt and a plastic cap on the coolant tank.
20. Remove the nut that secures the coolant tank to the chassis. Lift the reservoir up off from the bolt and move to the side.
21. Remove the passenger side engine cover by lifting it up off the rubber grommets.
22. Remove the (x2) torx bolts on the valve cover, Disconnect the vent tube from the valve cover and the vacuum canister and remove the vent tube and cover from the vehicle.
23. Remove the dip stick. Remove the bolt on the dip stick tube.
24. Remove the wire harness from the engine bracket, remove the bolt on the wire harness bracket and remove it from the vehicle.
25. Remove the (x4) spark plug wires from the coil packs and spark plugs.
26. Remove (x3) bolts on the driver's side exhaust manifold heat shield and remove the heat shield.
27. Remove (x4) spark plug wires off the coil packs and spark plugs on the passenger side exhaust manifold.



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28. Remove (x5) bolts securing passenger side exhaust manifold to the engine and remove manifold.
29. Remove the wire harness cable on the passenger side motor mount and move it to clear the header. Use the provided cable tie to fasten it to the motor mount.
30. Use thermo wrap heat tape 2"x 4" and 4"x 6.5" provided with kit and wrap around wire harness on the passenger side frame rail under coolant tank. Now use zip ties provided in kit to secure thermo tape. Refer to **reference image 1**.
31. Install the passenger side aFe POWER header using (x5) bolts and (x1) manifold gasket supplied in the hardware kit (**NOTE** reinstall the dip stick tube while you are installing the header).
32. Torque the header bolts, starting from the center working your way outward. First pass will be 11 ft-lbs. of torque, second pass will be 18 ft-lbs.
33. Reinstall the right side (x4) spark plugs and spark plug wires.
34. Use remaining thermo wrap heat tape 4" x 6.5" provided with kit and install over brake line up against the chassis. Refer **reference image 2**.
35. Reinstall radiator surge tank removed and top off coolant if necessary.
36. Reinstall the valve cover, the vent tube on the valve cover and the vacuum canister.
37. Reinstall the passenger side engine cover.
38. Connect the aFe POWER header to the stock catted down pipe with the supplied hardware and tighten.
39. Tighten the (x2) bolts and the (x2) nuts on the catalytic converter support bracket.
40. Double check all work and ensure everything is tight. Ensure that all the components of the aFe POWER header system are aligned and are at a safe clearance from all wires, hoses, brake lines, body parts, and tires.
41. Remove the vehicle from jack stands.
42. Reconnect battery.
43. Start the vehicle and check for any leaks. If any leaks are found, determine cause and repair as necessary.
44. It is recommended to re-tighten all clamps and hardware after 50-100 miles.