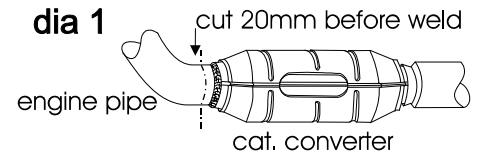




Engine Pipe & Cat. Converter  
After Forward Heat Shield  
Has Been Removed



## FITTING INSTRUCTIONS TO SUIT

### BA 5.4 Litre 3 valve V8 engine

**PACEMAKER HEADERS** part no. **PH 4013**

#### RH SIDE

##### From the top

- Place an anti zapper across battery terminals
- Unbolt coolant bottle and place to the front of the vehicle
- Unbolt fuse box including earth strap and place to the front of the vehicle (be careful as the earth strap is live)
- Remove the 4 top nuts and studs to the manifold (studs can be removed later)

##### From underneath

- Unbolt steering shaft from the rack and place up and out of the way (to the top of the support bracket)
- Unplug O2 sensors and unbolt and remove the engine pipe and cat assembly

**Note: it will be necessary to loosen the LH side at the cat to remove the RH side, but it is important to retighten the LH side after**

- Remove the remaining bolts to the manifold and remove the manifold and unscrew the O2 sensor and place to one side

**Important: for your convenience, PACEMAKER HEADERS have provided new bolts with regular hex heads in place of studs**

- Place the 4 lower bolts along with gaskets onto the cylinder head face
- Slot header into engine bay and hang off the lower hooks found along the header
- Replace remaining top bolts and tighten up header
- Strip off and remove the forward heat shield from around engine pipe and cut 20 mm before the weld as to **dia. 1**
- Replace engine pipe up and into position behind header and rebolt to the factory Y branch

**Note: it is not necessary to use the provided gasket just yet**

- Weld into place but do not remove to finish as yet
- Replace the O2 sensors and plug back into loom and finish reassembly of the RH side

#### LH SIDE

##### From the top

- Unclip and unscrew snorkel and remove, and pop out dipstick and also remove
- Remove the 4 top nuts and studs to the manifold

##### From underneath

- Unplug O2 sensors and unbolt and remove the engine pipe and cat assembly
- Unbolt starter and hang out off the way (note the starter is mounted to the bell housing by 2 dowel pins)
- Remove the remaining bolts to the manifold and remove the manifold
- Place the 4 lower bolts along with gaskets onto the cylinder head face
- Slot header into engine bay and before locating the header into position, return starter to its original position
- Hang off the lower hooks found along the header
- Replace starter bolts and bolt up tight
- Replace remaining header bolts and tighten up header
- Strip off and remove the forward heat shield from around engine pipe and cut 20 mm before the weld as to **dia. 2**
- Replace engine pipe up and into position behind header and rebolt to the factory Y branch

**Note; it is not necessary to use the provided gasket just yet**

- Weld into position
- Unbolt the new RH and LH cat converter assemblies and complete the weld
- Return the finished cat converter assemblies to their new position, using gaskets and sealant to finish
- Replace the O2 sensors and plug back into loom
- Finish reassembly of the LH side

#### Steering rack boot shields

**Note: the RH shield is cut to clear the steering rack snout**

- Lower the sway bar down and out of the way
- Place provided steering boot heat shields to headers and shape over the rubber boot creating a reasonable air space over boot
- Using the washers, bolt up the heat shields to tight
- Replace sway bar back into position and tighten up

**Important: check all clearances around headers including steering shaft trans-lines and heat shields and adjust where necessary.**