

## ISF Header Instructions

These instructions will allow you to go from stock to + 50 HP in just 6-8 hrs.



Even with these instructions, we recommend that the installation of these headers is done by a professional mechanic with professional tools, lift, etc. This is not a job for your backyard mechanic.

1. Remove center engine cover



2. Remove passenger side strut cover
3. Remove air box cover (unplug mass air sensor from cover)



4. Disconnect VAC hose from filter



5. Remove 10mm bolt from passenger side valve cover that retains dipstick  
a. Pull dipstick out

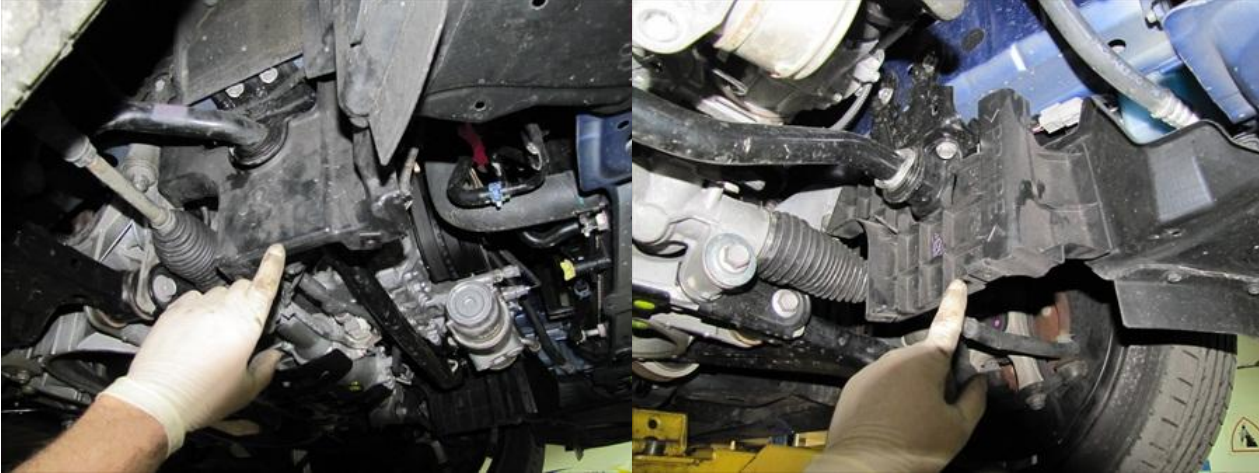


6. Lift and support car

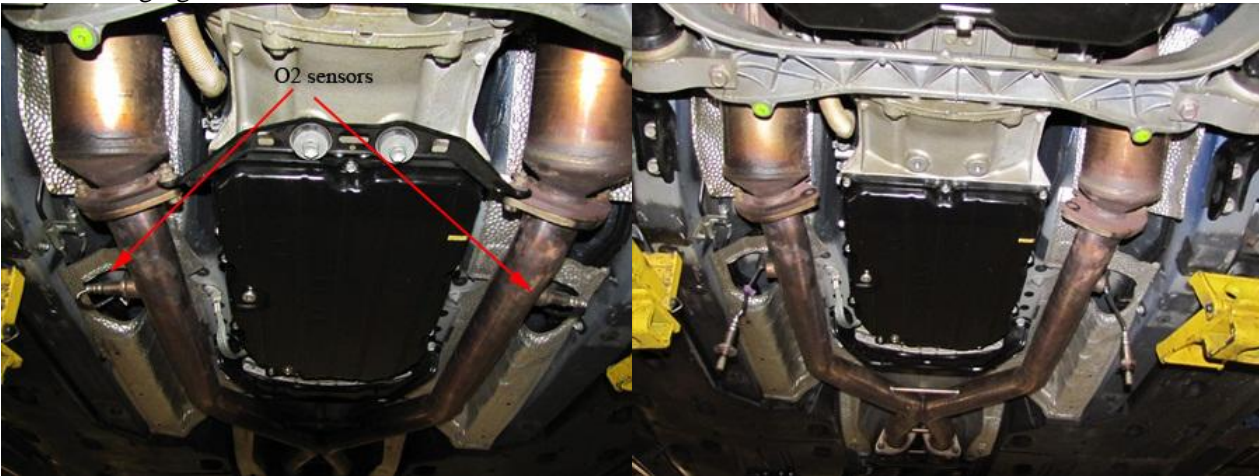
7. Remove transmission splash guard



8. Remove both sway bar splash guards

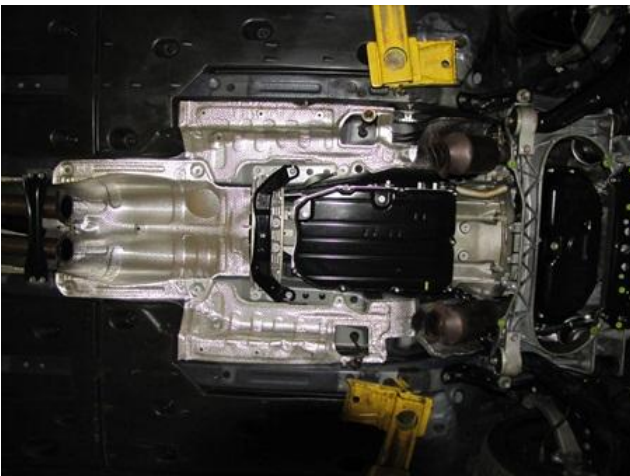


9. Remove secondary O2 sensors from exhaust pipe (you do not need to unplug) Unscrew sensors and leave them hanging

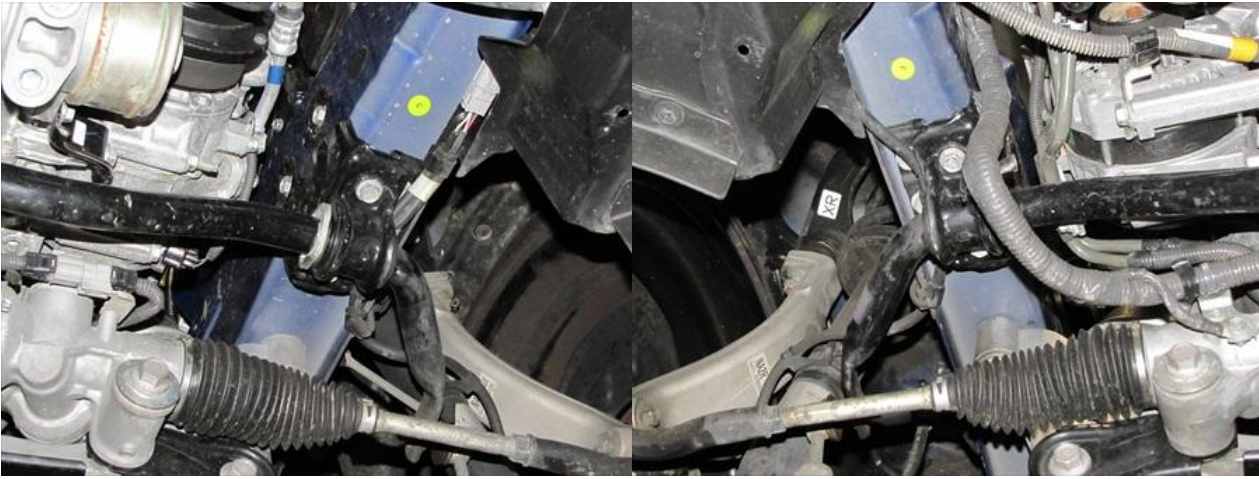


10. Remove converter support bracket

11. Remove center section of exhaust X-Pipe



12. Remove sway bar bracket bolts from both sides and remove the U bracket



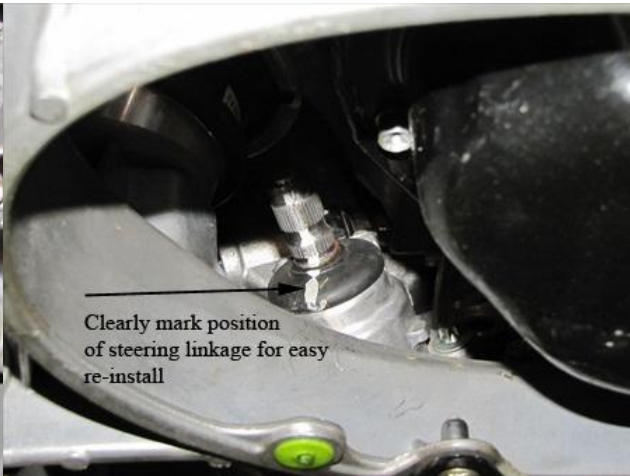
You will need a small block of wood (preferably a 2x4 about 6" long. This wood will support and protect your engine. Very important to not use steel jack stands or any other block that will damage engine



13. Make sure steering wheel is straight and locked
14. Place the block of wood on top of stand
15. Lift stand until the wood is putting pressure on the crank pulley and timing cover and supporting the weight of the engine. **ENGINE IS NOT LIFTED, ONLY SUPPORTED**
  - a. Make sure wood is straight, this will support engine during header install
  - b. **DO NOT LIFT ON OIL COOLER!**



16. Clearly mark steering shaft with lines from knuckles to shafts and mark top (there is a long and short side)



17. Remove steering shaft universal and mark solid marks (may want to extend marks for easy install)



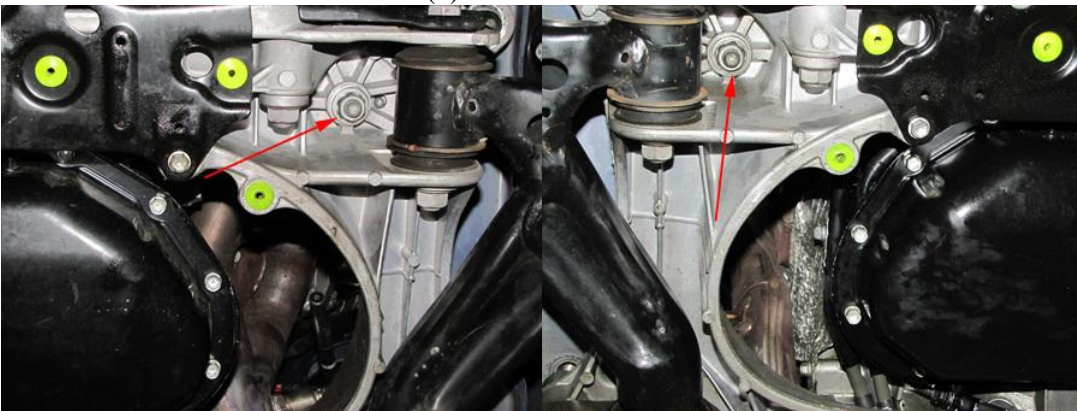
18. Remove bolts from front control arm sub frame tow hooks brackets

a. (2) 14 mm

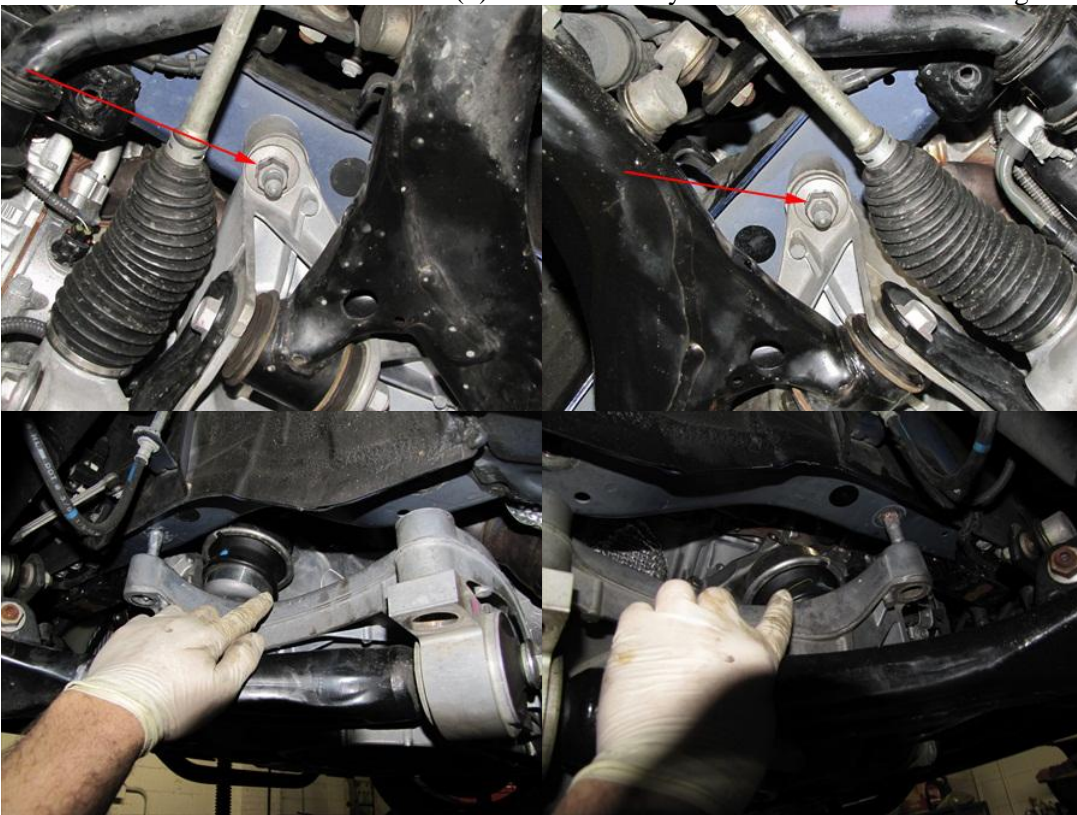
b. (1) 7/8" (mark right and left sides)



19. Remove motor mount bolts (2) 17 mm



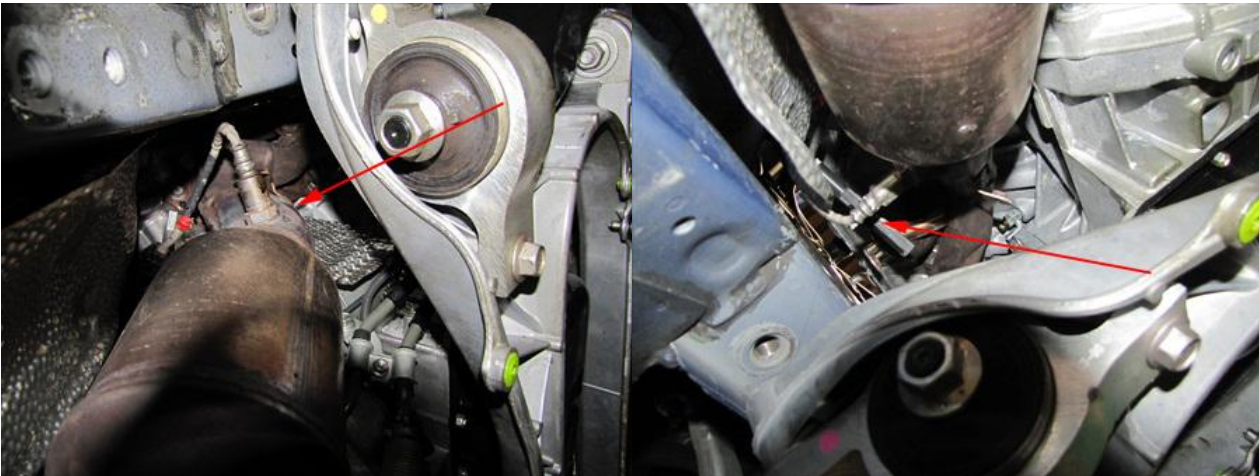
20. Remove front sub frame bolts (2) 19 mm. Slowly lower sub frame until it hangs from suspension



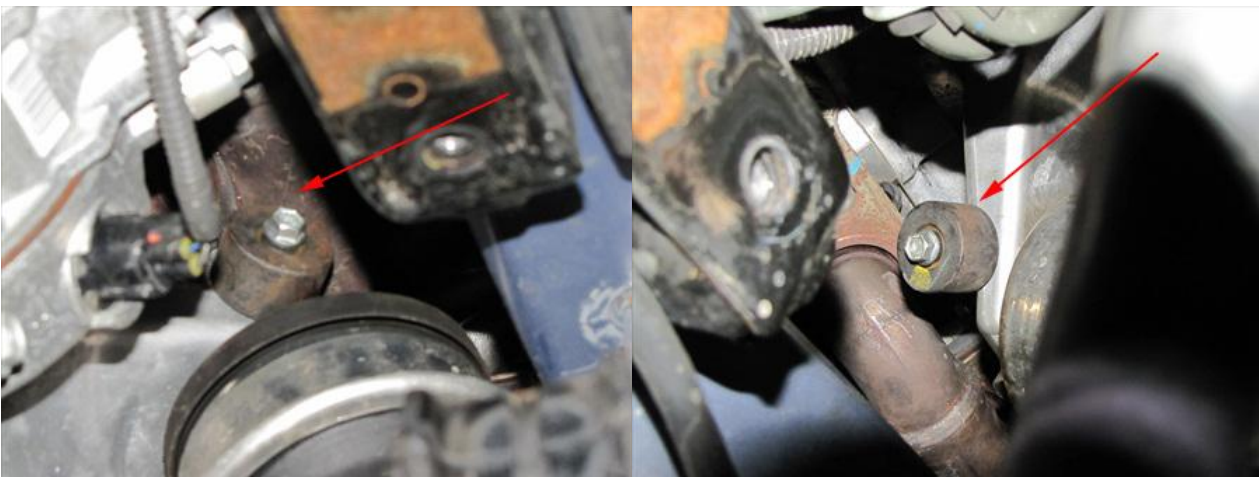
- 21. Remove mini clip on splash guard if equipped (will not reuse)
- 22. Remove heat shield from manifolds



- 23. Unplug primary O2 (AFR) sensors



- 24. Remove 10 mm dampers from motor mounts on both sides (will not reuse)



25. Remove exhaust manifold bolts and pull out manifold converter assembly
26. Remove small wire O2 plug hanger
27. Remove primary O2 (AFR) sensors from factory manifolds. Be careful not to damage threads when removing sensors. If threads are damaged repair threads or replace sensors before installing in Sikky headers.
28. Begin pulling all exhaust studs
  - a. An E8 Torx socket will be needed
29. Remove nut from top of motor mounts and remove mount (17 mm)



30. Pull rubber off top of mounts and reinstall



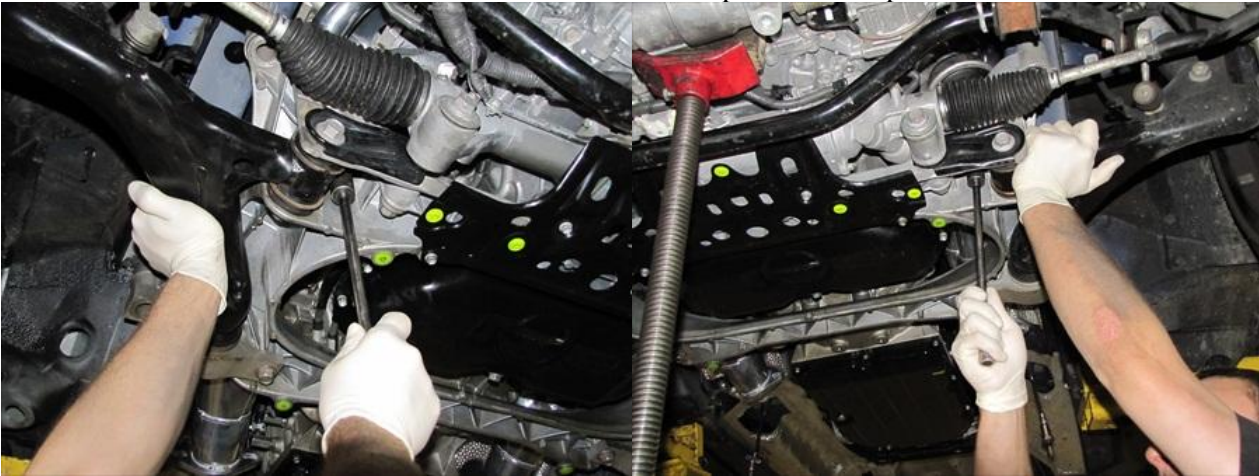
31. Recommend using 2 small pieces of tape (any kind strong enough to hold gasket) between exhaust parts on gasket to hold to head



32. Install one header at a time: Lifting, lowering and shifting motor as necessary to start all bolts  
a. Once bolts are in begin to tighten



33. With engine still loose reinstall front O2 sensors  
\* On the driver side sensor reach up and unhook the O2 sensor wires from retaining clip to allow slack in the harness. This will give you the length needed on the wires to plug the sensors into the new location.  
34. Lift engine until it looks to be back in stock location  
35. Push up on control arm carefully and start the driver side engine mount nut (17 mm). Leave passenger side mount nut off for now because it will be raised up in a later step.



36. Next push up on control arm and carefully front sub frame bolts (19 mm)



37. Now install rear control arm sub frame tow hook bracket main bolts (7/8") DO NOT TIGHTEN



38. Now start 14 mm bolts in the tow hook brackets ( DO NOT TIGHTEN)



39. Tighten all sub frame bolts now

40. Install steering linkage

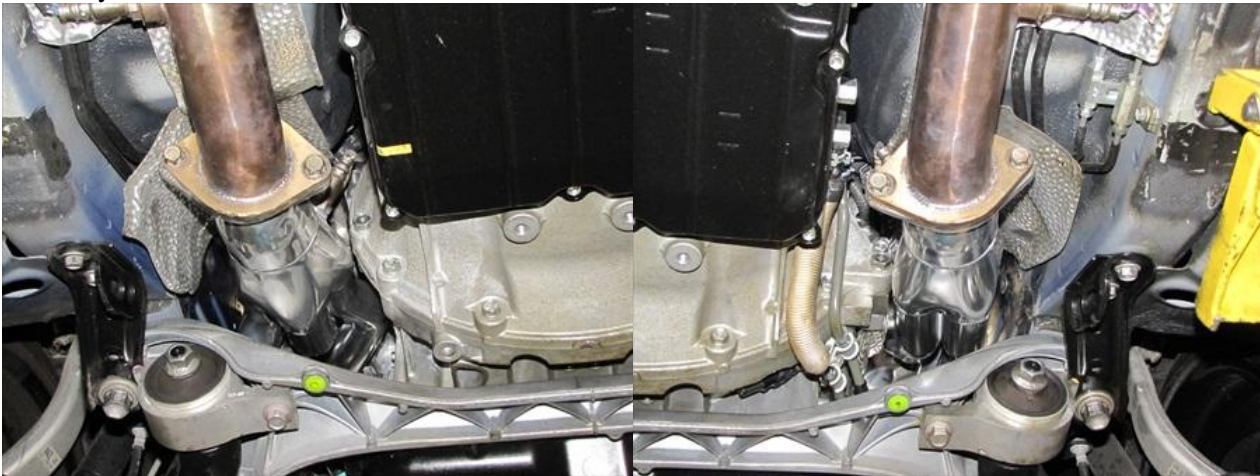


41. Install sway bar brackets and bolts

42. Install X-Pipe (discard converter brace)



43. If you did not unplug rear O2 sensors you will need to wind them up counter clockwise prior to install so when you thread them in the wires are loose



44. Lower vehicle prepare to install new dipstick (O-Ring) side down between the 2<sup>nd</sup> & 3<sup>rd</sup> header tube

45. Wipe a dab of grease around o-ring to prevent binding when inserting in dip stick hole.

46. Take a block of wood and carefully jack up passenger side of oil pan to raise engine 2-2.5 inches to allow for more clearance alongside shock tower and engine.



47. Slide it down and back towards factory bolt hole in valve cover
48. You may need to go below the car to guide the tube into factory dipstick location
49. Carefully install 10mm dipstick retainer bolt (make sure to double check that dipstick doesn't come loose and out of the hole and that the o-ring remains in its groove during install)

50. Place factory dipstick into Sikky tube



51. Reinstall ground strap, vac hose, and intake cover
  - a. Leave all plastics off for now
52. Plug mass air flow sensor back in
53. Check over all bolts and plugs to make sure they are tightened and plugged in
54. Start engine, check for leaks
  - a. If leaks are found, check exhaust gaskets, depending on exhaust type, gaskets may have to be shifted around
  - b. Gaskets provided with Sikky ISF headers were designed to fit in the groove of a factory exhaust system. Due to the fact that some aftermarket exhaust manufacturers are using flanges with smaller grooves than OEM you will need to split the difference with the gasket so it is centered on the opening. Take your time on this step because an improperly installed gasket will result in a leak.
55. Reinstall all plastic guards

HAVE FUN!