

Long Tube Header Installation For 2005-2008 Dodge Challenger SRT-8 & R/T, Charger SRT-8 & R/T, Magnum SRT-8 & R/T & Chrysler 300 SRT-8 & 300C



Precision manufactured using high quality austenitic stainless steel; this system is designed to endure years of heavy use. Installing a Borla Performance Exhaust System on your vehicle will eliminate the restrictive design of the stock exhaust, allowing your engine to discharge exhaust gas easier. The result is more horsepower and torque, longer engine life, and a distinctive throaty growl- all this, with easy bolt-on installation. These installation instructions have been written to help you in the installation of your Borla Performance Exhaust System. Please read it completely before installing your system.

Thank you for purchasing a Borla Performance Stainless Steel Long Tube Header System

This Borla Performance Stainless Steel Long Tube Header System (Part number 17250) has been designed for 2005-2008 Dodge Challenger SRT-8, Charger SRT-8, Magnum SRT-8 and Chrysler 300 SRT-8 each equipped with a 6.1L V-8 engine and an automatic transmission. Borla Performance Stainless Steel Long Tube Header System (Part number 17252) has been designed for 2005-2008 Dodge Challenger R/T, Charger R/T, Magnum R/T and Chrysler 300C each equipped with a 5.7L V-8 engine and an automatic transmission.

FOR RACING USE ONLY. NOT LEGAL FOR USE ON PUBLIC ROADS.

Borla Performance Industries recommends that an exhaust shop or professional after market parts installer, who has all the necessary equipment, tools and experienced personnel needed for proper installation, should perform the installation of this system. However, if you decide to perform the installation, we recommend someone should help you. Ensure the installer uses all under car safety precautions including eye protection.

Please take time to read and understand the following...

By installing your Borla Performance Exhaust System, you indicate that you have read this document and you agree with the terms stated below.

It is the responsibility of the purchaser to follow all installation instruction guidelines and safety procedures supplied with your Borla Performance Exhaust System

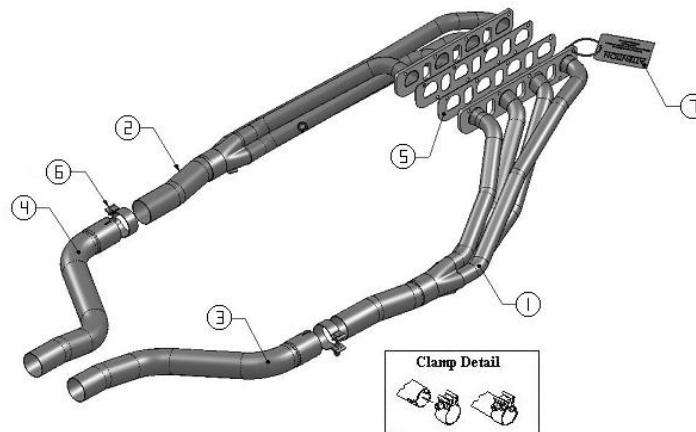
Borla Performance Industries assumes no responsibility for damages occurring from misuse, abuse, improper installation, improper operation, lack of responsible care, or all previously stated reasons resulting from incompatibility with other manufacturer's products and/or systems.

Minimum Required Tool List:**TOOLS:**

- 1 3/8" Drive Ratchet
- 2 3/8" Drive Extension 3"
- 3 15mm Socket
- 4 10mm Socket
- 5 13mm Socket
- 6 7/8" Combination Wrench

SHOP SUPPLIES:

- 1 Spray Lubricant

Borla Performance Stainless Steel Long Tube Header System Bill of Materials

1. Right header assembly
2. Left header assembly
3. R/H header outlet pipe
4. L/H header outlet pipe
5. Header gasket (qty 2)
6. 2.75" clamp (qty 2)
7. Off highway use only disclaimer

Caution!!! Never work on a hot exhaust system. Serious injury in the form of burns can result If the vehicle has been in use and the exhaust system is hot, allow vehicle to cool for at least 1 hour. Always wear eye protection when working under any vehicle.

Note: It is our recommendation that you use a hoist or hydraulic lift to facilitate the installation of your new Borla Performance Cat-Back™ Exhaust System.

Taking all under car safety precautions, lift the vehicle using a hoist or hydraulic lift. Once this has been done, you may begin the removal of your old exhaust system from your vehicle.

Note: Before removing the original exhaust system from your vehicle, please compare the parts you have received with the bill of materials provided on the previous page to assure that you have all the parts necessary for the installation of your new Borla

Original Exhaust System Removal

Note: With a used vehicle, we suggest a penetrating spray lubricant to be applied liberally to all exhaust fasteners and allowing a significant period of time for the chemical to lubricate the threads before attempting to disassemble.

1. Disconnect the battery from the vehicle as recommended by the vehicle manufacturer.
2. Remove the air filter intake according to the vehicle manual. Loosen the clamp securing the intake tube to the housing and remove the air intake from the vehicle as shown in figure 1.
3. Loosen and move coolant reservoir to the side as shown in figure 2.
4. Remove the serpentine belt from the vehicle as recommended by the vehicle manufacturer.
5. Disconnect the wiring, unbolt and remove the alternator from the vehicle as shown in figure 3.
6. Unbolt and remove the dipstick from the passenger side of engine.
7. Carefully lift the vehicle.
8. Remove all oxygen sensors from your original down pipes as shown in figure 4.
9. Unbolt the flanges as the one shown in figure 5 located just in front of the catalytic converters.



Figure 1



Figure 2



Figure 3



Figure 4

Original Exhaust System Removal (continued)

Note: With a used vehicle, we suggest a penetrating spray lubricant to be applied liberally to all exhaust fasteners and allowing a significant period of time for the chemical to lubricate the threads before attempting to disassemble.

10. Loosen the clamps shown in figure 6 located just in front of the original x-pipe and remove the left and right down pipes from the vehicle.
11. Unbolt and remove the heat shield from the starter.
12. Disconnect the wiring, unbolt and set aside the starter.
13. Unbolt and remove the two front under plastic covers as shown in figure 7. Place hardware to the side.
14. Unbolt and remove the left (driver) side factory exhaust manifold as shown in figure 8. Place hardware to the side for use during the installation of your new long tube exhaust headers.
15. Repeat step 14 for the removal of the right (passenger) side factory exhaust manifold.



Figure 5



Figure 6

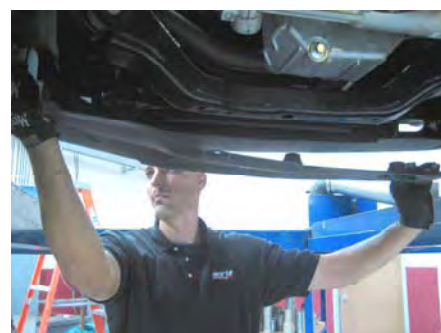


Figure 7



Figure 8

Warning: Use extreme caution during installation. Torque all fasteners according to manufacturer's torque values and tightening sequence. DO NOT use air impact tools to tighten fasteners on Borla Performance Exhaust Systems. Use of such tools may result in bent flanges or gasket contact areas leading to exhaust leaks.

Borla Performance Stainless Steel Long Tube Header System Installation

1. Using the original hardware and the gaskets supplied, place the right (passenger) side header into position as shown in figure 9. Tighten the bolts to 13-23 ft. lbs.
2. Repeat step 1 for the installation of the left (driver) side header.
3. Place a clamp over the expanded ends of the left and right header down pipes and set them into position as shown in figure 10 making sure to install the down pipes into your factory x-pipe. DO NOT tighten the clamps.
4. Check your long tube header exhaust system for proper clearance under the vehicle.
5. Once position has been determined to be correct, tighten the Accuseal™ clamps to 32-35 ft. lbs.
6. Install the Oxygen sensors into the bungs of your new long tube headers.
7. Install the starter and heat shield opposite of removal.
8. Install the front under plastics opposite of removal.
9. Carefully lower the vehicle.
10. Install the dipstick opposite of removal.
11. Install the alternator and serpentine belt opposite of removal.
12. Install coolant reservoir back to its original position opposite of removal.
13. Install the air intake opposite of removal.
14. Reconnect the battery as recommended by the vehicle manufacturer.
15. Before starting your vehicle, make sure to check all wires, hoses, brake lines, body parts and tires for safe clearance from the exhaust system.
16. Start vehicle and check for any leaks. If any leaks are found, determine cause (such as loose or incorrectly positioned clamp) and repair as necessary. Allow the exhaust to reach normal operating temperature and then turn engine off.

Note: When you first start your vehicle after the installation of your new Borla Performance Exhaust System, there may be some smoke and fumes coming from the system. This is a protective oil based coating used in the manufacturing of mandrel bent performance exhaust tubing. This is not a problem and will disappear within a very short period of time after the exhaust has reached normal operating temperatures.



Figure 9



Figure 10