

2018+ DODGE DURANGO SRT 6.4L HEADER INSTALLATION INSTRUCTIONS

Thanks for purchasing a Stainless Works header system for your 2018+ Dodge Durango SRT 6.4L. Our team has worked to ensure that this product is the premium in performance, quality, and fitment. We are proud to say that this system will unleash the true character of your vehicle. We encourage you to read through the following steps, and check the included Bill of Materials before beginning. Please follow these steps to ensure that your installation goes as planned.



**2018+ Dodge Durango SRT 6.4L
(DUR18H)**

- a.** Stainless Works recommends the use of Hi-Temp RTV sensor safe silicone gasket maker as an option or in conjunction with the use of factory gaskets. The recommended Oxygen Sensor Safe RTV is either Valco All-in-One Aluminum or Permatex Copper P/N 101BR available at NAPA, Autozone and other retailers.
- b.** Disconnect the battery before starting to work on the exhaust system for your vehicle. Reconnect the battery when the job is completed.
- c.** Your exhaust system can be installed by a weekend warrior, but the use of a lift is recommended for ease of installation. If using a jack, the vehicle must be placed on a hard level surface. Jack stands are required for safety.
- d.** You will assemble the components together as specified below, but only snug the clamps as you move along from front to back. After aligning all the components in the vehicle, you will tighten all the clamps working from front to back of the vehicle.



Detail a

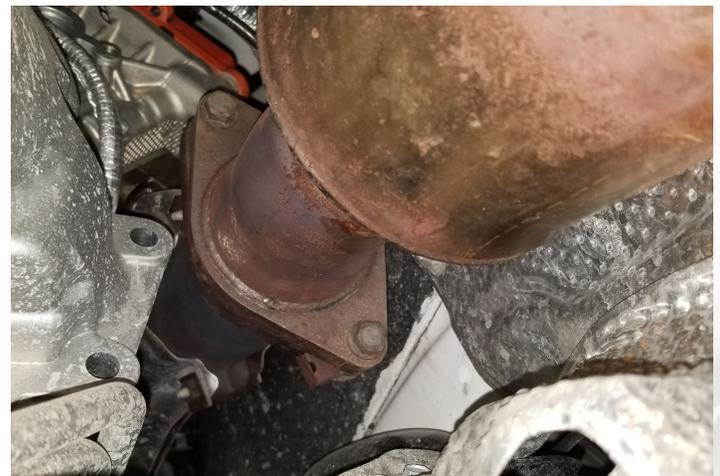
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DISASSEMBLY

1. Disconnect the battery.
2. Raise and support the vehicle.
3. Remove air box and inlet.
4. Use a 10mm socket to remove the nut holding the dipstick, and move the dipstick to the side.
5. Remove all O2 sensors from the OEM exhaust.
6. Disconnect the exhaust at the 2 bolt flanges, by removing the (4) spring loaded nuts - 13mm head.
7. Remove the left brace at the transmission crossmember - (4) 16mm head bolts.
8. Remove the right brace at the transmission crossmember - (2) 16mm head bolts.
9. Remove the catted pipes from the manifolds - (4) 14mm head bolts.
10. Use an 8mm allen head wrench to remove (12) bolts holding the front driveshaft and remove.
11. Remove heat shield from starter (1) 6mm bolt, (2) 8mm nuts.
12. Remove the starter and leave it laying out of the way - (2) 15mm bolts.
13. Remove manifold heat shields - (4) 10mm bolts per side.
14. Remove the remaining bolts from the manifolds - (2) 13mm and (6) 10mm per side. Remove the manifolds.



Detail 6: Flanged catback connection



Detail 9: Cat-Manifold connection

ASSEMBLY

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15. Install the provided O2 extensions.
Front #109209 - Rear #109210.
16. Loosely install the lower header bolts that were provided using (4) 8mm bolts per side - 10mm socket.
17. Install the right side header using (3) 8mm upper bolts and (1) of the original bolts with the dipstick spacer.
18. Install dipstick - (1) 10mm nut.
19. Install left side header using (4) 8mm upper bolts.
20. Reinstall starter and heat shield using (1) 10mm bolt and (2) 13mm nuts that were removed earlier. The shield may require some bending to get it in place.
21. Reinstall the front O2 sensors into the collector bungs.
22. Reinstall the front driveshaft using the (12) 10mm bolts.
23. Install either your catted or off road lead pipes using (2) 3" clamps. You may need to push in the heat shield on the left side to make clearance for the catalytic converter.
24. Reinstall right and left crossmember braces - (6) 16mm head bolts.
25. Reinstall the air box and inlet pipe.
26. Connect the lead pipes to the catback using the supplied gaskets. You can either connect to your factory exhaust using the (4) 8mm spring nuts or connect to your new Stainless Works catback using the 3/8" hardware supplied with that kit.
27. Adjust and tighten from front to back.



Detail 23: Left side heat shield



Detail 27: Connection to catback. SW catback shown.

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28. Be sure to have adequate clearance around all wires, hoses, and lines. **If anything is in contact with the exhaust system it will melt.** Make sure to have at least 1/2" of clearance and wrap any suspect areas with DEI thermal barrier wrap.

29. After double checking for clearance and making sure all lines, wires, and hoses are secured, drive the car for 10-20 miles and re-check all clamps and clearances. Your system may be tack welded at the joints/clamps to reduce shifting of the system during heating and cooling cycles. Make sure to disconnect the battery before performing any welding.

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