

Porsche 996 K24 & 997 Turbo Headers Installation Instructions and Tech Tips.

Thank you for purchasing your new Porsche 996/997 Turbo Exhaust Headers, below you will find installation instructions to help you complete the installation. Note we always recommend professional installation.

Tools and equipment needed to complete the work.

Floor Jack (if commercial lift is not available)

2 x Jack Stands if using a Floor Jack.

Ratchet set and sockets 3/8" drive and 1/2" Drive.

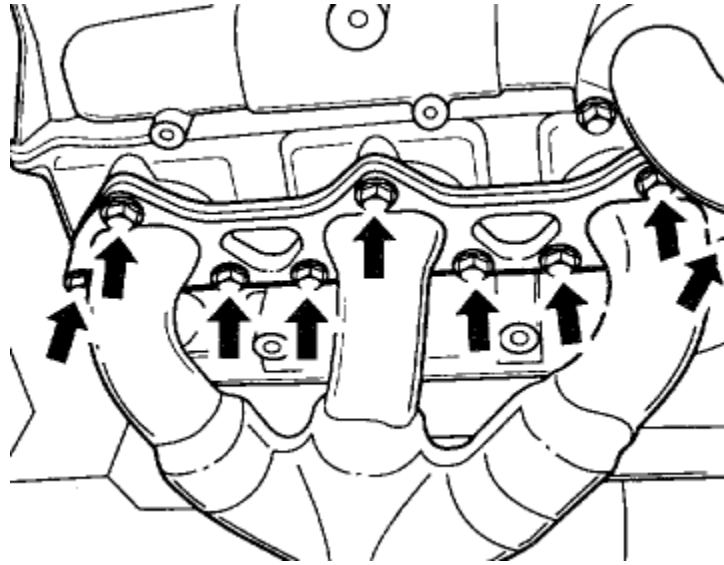
Important safety instructions.

Only work underneath the car if the car is safely supported with appropriate Jack Stands. Only work on exhaust parts when the engine is cold and exhaust completely cooled down.

Note The factory gaskets for the headers can normally be re-used. Rule of the thumb is that they should be replaced at all times. But personally after doing many installs I have noticed that they can be re-used as the factory gaskets are made of steel and get rarely damaged. So I strongly recommend that you re-use the factory steel gaskets they are of much higher quality.

Step 1- Raise the Car with Floor Jack and support it with Jack Stands, please consult your owner's manual if you're not sure on how to raise the car with a Floor Jack. In general your Porsche has specific points that can be used to raise the Car, these points are located right in front of the wheels underneath the rocker panel.

Step 2- Remove the three 13mm Nuts that connect the headers to the Turbos and remove all 9 bolts that connect the header to the heads, pull out your exhaust headers.



Step 3- Inspect the Head gaskets make sure that there not damaged, inspect the Turbo Gaskets they are round rings and made of metal if their stuck in the turbo flanges use a needle type tool to pop it out. Inspect gaskets for any damages, normally they should not be damaged and can be re-used, if they are damaged you will need to replace them, these gaskets can be ordered at your local Porsche Dealer.

Special Note You will need to install the 3 nuts on the turbo studs at the same time as your slipping the header on the turbo studs, because of the length of the studs and the shape of the header at the flange it is not possible to install the nuts on the stud when the flange of the header is fully mated with the turbo. This is very difficult for me to put it into words, you will fully understand what I'm explaining once you try to put it on.

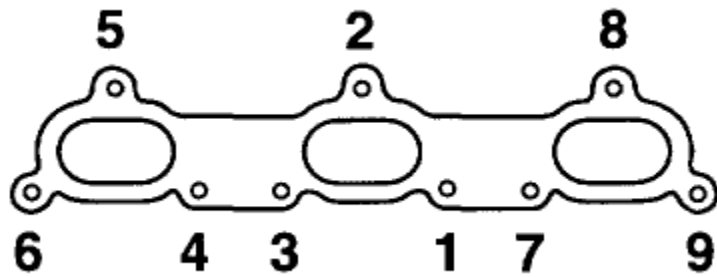
Step 4- Install the headers, you may notice that bolt holes on the heads and bolt holes on the headers may not align 100% , that is normal, simply insert a long screwdriver or a bar between the Turbo and the Head and push the turbo out , the turbos are held by metal brackets that can flex a little just pry the turbo or push it and align the headers bolt holes to the heads bolt holes and insert bolts by hand.

Tighten the screws in two stages and follow the bolt sequence as shown below.

First stage to 25 Nm (18 ft-lb.).

Second stage to 33 Nm (24 ft-lb.).

Tighten in accordance with the sequence shown below.



Step 5- Tighten the 3 nuts to connect the Headers to the turbos, again re-use the factory gasket, it's a steel ring gasket, there's no need to use our gasket unless your factory gasket is damaged.

You're done.

Start the engine make sure they are no exhaust leaks.

Questions? Please use "Submit Question" form in our [Tech Center Section](#)

Maxspeed-Motorsports.com Copyright 2008