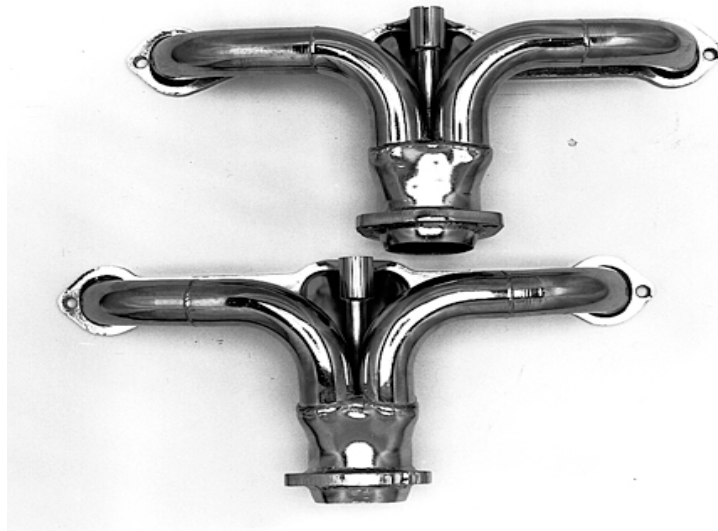


# JBA<sup>®</sup> performance exhaust

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## Installation Instructions and Warranty Information

1992-1996 Corvette LT1 V-8



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**Part# 1815S**

The product accompanying this document has been granted a California Air Resources Board (CARB) exemption, an "E.O." number, or is a direct or consolidated replacement part. It is 50-state legal, per the manufacturer's application guide.

These headers retain all O.E.M. emissions equipment and are covered under the C.A.R.B. E.O. #D-216-29. Included in this kit you will find a label that is required to aid in passing the California smog check program.

**Read all instructions carefully before attempting installation.**

Rev. 06/11

**PerTronix© thanks you for choosing JBA HEADERS, the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.**

**Check to make sure you received the proper parts for your application. The header number will be stamped on the engine flange. If you are unsure you have received the proper parts call before you start work.**

**Be sure to work safe! Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! Remember: Hot asphalt will not support most jack stands!**

**Many factors affect the installation of headers, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads.**

**Attention Customers breaking in new engines: Due to the extreme heat generated during the break-in process, the appearance of the ceramic coating may be altered in certain areas. The protection characteristics and thermal barrier properties of the coating is never compromised. It is recommended that a cast iron manifold or old set of headers be used for this process.**

**Notice: The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.**

JBA uses sealing beads on all its headers. We have found that when installed correctly, the raised bead around each port increases the pressure exerted on the gasket directly adjacent to the port and effectively prevents leaking gaskets. It is normal for the flange to be raised off the cylinder head the thickness of the sealing bead. It is important when installing the header, to install all bolts loosely, then tighten evenly to ensure the flat installation of the flange. The torque sequence from one flange to another will vary, but generally every bolt on a header should be first fit snug, starting from the inside of the flange working out, alternating from top to bottom so that the bolt connects the flange to the manifold to the point where they barely touch. Second, using the same inside-out pattern, tighten each bolt until finished. This method will help prevent leakage and will give the user the best possible performance out of their pair of headers.

1. Place vehicle in a location where the floor is solid and flat, with adequate lighting. Do not attempt to work on a hot engine. Heat causes metal to expand and makes removal of fasteners difficult at best. Disconnect the battery cables from the battery. If necessary, raise the front of the vehicle to obtain adequate access to the bottom exhaust manifold flanges. Use large-base jack stands to support the vehicle. Do not rely on the jack! Block the tires to prevent the vehicle from rolling off the jack stands.

2. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them. Start by disconnecting the exhaust pipe, under the car.

3. For working access remove exhaust down pipes if they are not too badly corroded. Unplug the O2 Sensor.

4. Working from above on driver's side, remove three screws to move ASR box. Release tension and remove serpentine belt. Remove bolts from back of alternator and A/C compressor, and loosen bolt on intake manifold. Remove four bolts holding A/C compressor in position to gain access to bolt holding brace to bracket. Remove braces bolted to exhaust manifold.

5. Disconnect the spark plug wires from head, by grasping and gently twisting the spark plug wire boots. **DO NOT PULL ON THE WIRES.** Unbolt plug wire loom brackets from head and set aside. (they will not be re-installed). Brush or blow away any debris which may have collected around the manifolds and spark plugs. This will help prevent foreign matter from entering the combustion chambers when the manifolds are removed. Removal of the spark plugs is not necessary, but it may avoid accidental spark plug breakage. Remove the air injection tube from the center of the stock manifold. (Use a Flare-nut wrench to avoid damaging the flare nuts.) Remove the bolts holding the manifold to the head. Remove the manifold. Using a small wire brush or other instrument, remove any carbon deposits left on the exhaust flange-mating surface of the head.

6. On the Passenger Side: Remove the dipstick. The dipstick bolts to the head on the topside and press-fits into the oil pan on the bottom side. Unbolt the dipstick bracket and gently wiggle the dipstick tube upward out of the pan. Remove air injection line in center of manifold using a flare nut wrench to avoid damaging the flare nuts. Drain coolant to be re-added after installation. Remove temperature sensor, spark plug wires and wire loom brackets from head. Remove spark plugs. Remove manifold. Remove nut holding fuel lines to fender well. Move fuel lines forward of stud to gain access and header clearance. For maximum performance a heat shield can be wrapped around the factory fuel lines and heater box. As with the driver's side, clean the head flange. Test fit the passenger side header.

## RE-ASSEMBLY

7. Install the driver side header from the top using supplied fasteners and spacer on third manifold bolt. Don't forget the inner A/C brace and supplied extender. See fig.1.1 for correct positioning. (We recommend using a small amount of anti-seize on bolts.) The supplied brace replaces the original alternator brace and installs under the second header bolt. Re-attach A/C compressor and remaining brace, outside A/C brace attaches to extender bracket on third header bolt. Tighten all bolts and recheck everything. Re-route plug wires under and outside of header and secure them with supplied zip ties. NOTE-Undo plug wires from loom bracket at rear of A/C compressor. Check to assure adequate clearance. Re-install the air injection line, ASR box, and serpentine belt.

8. Install passenger side header from the bottom. With header loose, install the supplied 45° adapter in temp. sensor hole using sealant. Install air tube into header (Don't tighten yet.) and tighten header to head using supplied fasteners and a spacer on the 4th bolt for dipstick tube. Re-install temp. sensor, coolant, spark plugs, and dipstick tube.

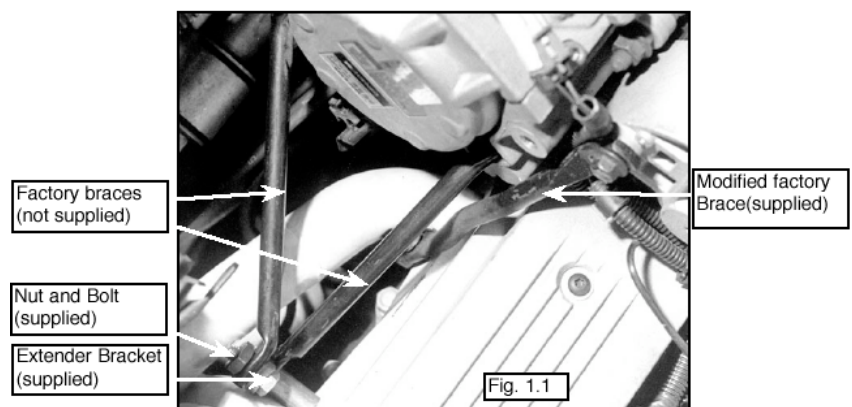
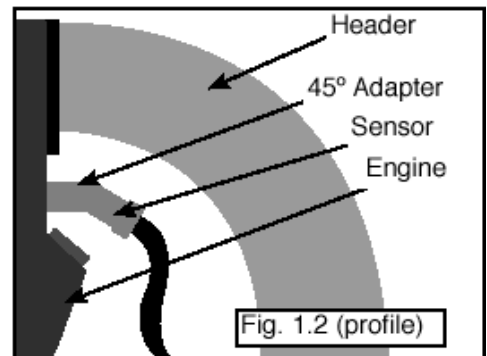
9. Re-route plug wires under and outside header. Secure with supplied zip ties. Check wires for adequate clearance.

10. Rerouting fuel lines: Relocate fuel lines forward of mounting stud making them straddle A/C switch. Attach to mounting stud using supplied bracket and hardware.

11. Install exhaust system (using a small amount of high temp. silicone on exhaust pipe flare) and reconnect O2 sensors. (Do not use sealant that is not designed to be used with O2 sensors) Re-check everything.

12. Start the engine and let it warm up. Check for leaks. Shut engine off and let it cool down. Check to make sure all fasteners are tight.

13. Periodically check and retighten the header bolts.



Parts List:

- 11-3/8x 1 Header Bolts and Lock Washers
- 1-3/8 x 1 Bolt
- 1-3/8x 2 Bolt
- 1-3/8 x2 1/2 Bolt
- 3-3/8 SAE Lock Washers
- 1-3/8 SAE Flat Washer
- 1-3/8 Nut
- 6-5/16 x 2 Bolts
- 12-5/16 SAE Flat Washers
- 6-5/16 Lock Nuts
- 2-1 1/8 Spacers for 3/8 Bolt
- 1-Extender bracket (see fig.1.1)
- 1-Modified Factory Brace
- 4-zip ties
- 1-3/8 "45 ° Temp. sensor adapter
- 1-fuel line retaining bracket
- 1-1/4 "x 1-1/2 "bolt
- 1-1/4 "nut
- 1-1/4 "Flat washer
- 1-1/4 "Lock washer

PerTronix Performance Products  
JBA Header Brand

**Legal in  
all states**

Legal for sale and installation in California

Header Series 16,18	E.O. D-216-29
Header Series 19	E.O. D-216-24
Header Series 20	E.O. D-216-25

440 E. Arrow Hwy. San Dimas, CA 91773 (909) 599-5955

This sticker is required to aid in passing the California Smog Check Program.  
This sticker must be installed in an underhood location that is readily visible.

**LIMITED ONE YEAR WARRANTY**

All JBA HEADERS and exhaust products are guaranteed, to the original purchaser, to be free of defects in materials and workmanship for one year. This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation, customer applied aftermarket coatings or any discoloration or corrosion of finished surfaces.

Damage or product failure resulting from collision, improper installation, off-road use, road hazards, the use of exhaust insulating wrap or like products or rust occurring after installation, is not covered by the warranty. The warranty extends only to the original purchaser.

Should a part become defective it should be returned to the original selling retailer and must be accompanied with the sales receipt. If there is no retailer in your area, call the factory for a return authorization and return your part prepaid to the factory for inspection. PerTronix reserves the rights to replace or repair the alleged defective part and return the part freight collect.



