

# **JBA** performance**exhaust**®

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## **Installation Instructions and Warranty Information**

**1992-2000 GM Trucks with 7.4L Engines**



**Part # 1822S**

**Part # 1822S-1**

**Part # 1823S**



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 removing the catalytic converter assembly. The converter assembly connects to the exhaust manifolds and has a flange just in front of the muffler. Remember to unplug the (4) O2 Sensors from the chassis to avoid damage to the O2 sensor harnesses.

3. Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires. 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. Where equipped, remove the air injection tubes from the top of the stock manifolds. (Use a Flare-nut wrench to avoid damaging the flare nuts.)

4. On the Driver's side: Disconnect the EGR tube from the rear of the exhaust manifold. Remove the bolts holding the manifold to the head. Using a small wire brush or other instrument, remove any carbon deposits left on the exhaust flange-mating surface of the head.

5. Using the gasket and hardware supplied, (Note: Install gaskets dry. Do not use silicone or other sealants on Gasket.) Bolt the header to the head. Torque the fasteners to factory specifications. (30-35 ft. lbs.) Where applicable, reinstall the Air Injection tubes.

6. On the Passenger Side: Remove the dipstick. The dipstick bolts to the head on the top side 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 the flexible hot air tube attached to the heat riser tube. Unbolt the heat riser tube. Where applicable, remove the air injection tubes. Unbolt the manifold from the head and remove. As with the driver's side, clean the head flange. Test fit the passenger side header. On some models, the heat shield under the passenger floor pan comes close to the collector flange. If necessary, clearance the heat shield slightly.

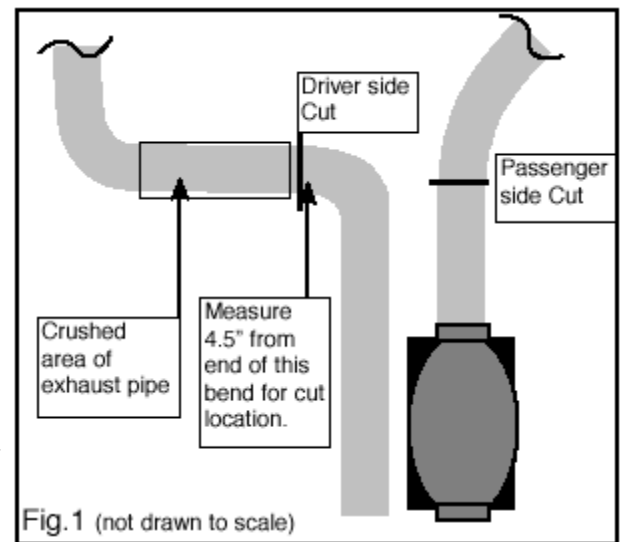
7. As with the driver's side, bolt the header to the head using the supplied gasket and hardware. Re-install the heat riser tube so that the tube is allowed to draw hot air from around the header. Reinstall the Air Injection tubes into the fittings on the headers.

8. On vehicles equipped with factory spark plug wires: (4) spark plug boots and terminals must be changed using the supplied parts. On the driver's side, the (3) forward boots must be changed. On the passenger, the second boot back must be changed.

9. Reinstall the plug wires. Reinstall the dipstick tube. Reconnect the battery cables.

10. Check the clearance of all battery cables and wiring looms to insure that they are not too close to the headers.

11. If using the JBA down pipes: (Proper installation for trained personnel) Temporarily install down pipes on headers, carefully measure the distance from the rear converter flange (ahead of muffler) to the end of the passenger side down pipe. Then add (2) inches to this measurement. Now cut the converter pipe ahead of the catalytic converter using the measurement taken (+2). On the passenger side measure approximately (4) inches from bend and make cut. See illustration. Now install the converter assembly by sliding the expanded pipes over the down tubes. Now check for clearance on everything. If clearance is good weld the pipes into place using MIG process. (Converter pipes are stainless steel, oxy-acetylene welding is NOT recommended!) Install the converter assembly using the supplied hardware and gaskets. Reconnect all (4) O2 sensor plugs.



12. Recheck everything!

13. 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.

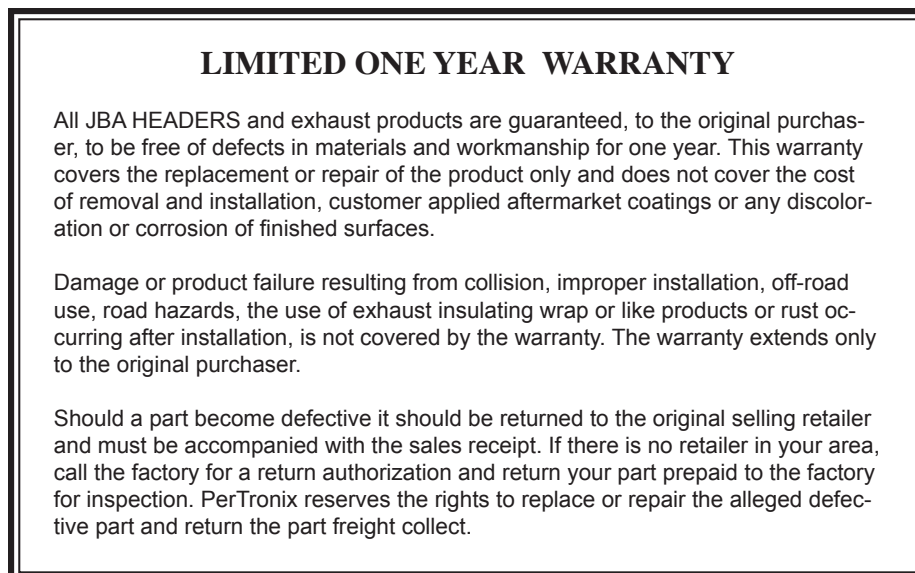
14. Periodically check and retighten the header bolts.

Parts List:

- (1) Driver .s Side Header Assembly
- (1) Passenger .s Side Header Assembly
- (16) 3/8 "x 1 "header bolts &lock washers
- (2) Header gaskets (Header to Head flange)
- (4) Spark plug boots and terminals
- 1822Y Down pipes (sold separately)
- (1) Passenger side down pipe
- (1) Driver side down pipe



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.



**JBA**  
performance**exhaust**®

