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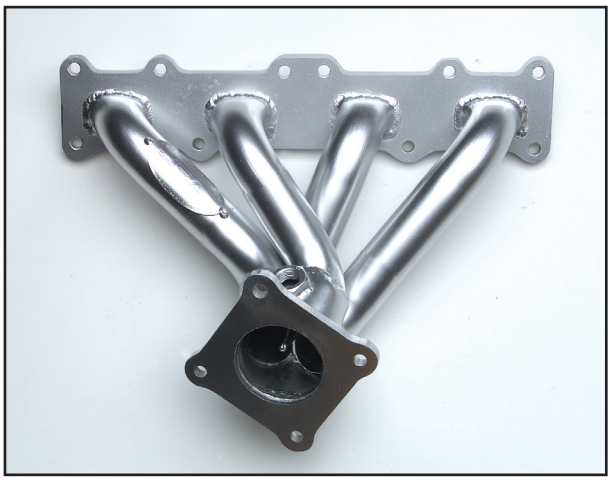
Installation Instructions and Warranty Information

2000-2005 2.4L Chrysler PT Cruiser



Part #1937SJS

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For 2000-2002 Vehicles:
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-216-24
Included in this kit you will find a label that is required to aid in passing the California smog check program.

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For 2003-2005 Vehicles:
WARNING: The product accompanying this document is legal only for off-highway use (except in California or states that have adopted California emission standards), racing use or for use on pre-emission-controlled motor vehicles/motor vehicle engines (pre-1966 domestic vehicles certified to California standards, pre-1968 domestic vehicles certified to federal standards and all pre-1968 foreign vehicles), per the manufacturer's application guide.

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. 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. Remove the decorative cover on top of the engine. The cover is attached by rubber grommets that slide onto plastic studs. Carefully, but firmly pull the cover off the studs.
3. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.
4. From underneath the vehicle disconnect the exhaust system from the catalytic converter assembly. This may require heating the slip connection if your pipe has an indentation from the U-bolt clamp.
5. Next unbolt the catalytic converter assembly from the manifold.
6. On vehicles equipped with a plastic power steering fluid reservoir it will be necessary to move it out of the way. From above, remove the power steering reservoir from its' bracket by releasing the spring tab on the bracket and sliding the reservoir up and out of the way. DO NOT DISCONNECT THE HOSE, just swing it out of the way.
7. Unbolt the heat shield from the top and bottom and unbolt the bracket that attaches to the block. Caution: Heatshield edges are sharp. Carefully remove the heatshield pieces from the bottom.
8. Unbolt the manifold from the head. It will need to be removed from the bottom (seriously). Try laying it flat, top up with the ports toward the right side and slide it over the steering rack. Be patient and wiggle it gently until it is out.
9. Using a gasket scraper, remove all carbon deposits and high spots from head surface. At this time apply a high temperature sealer to exhaust pipe flare in order to avoid problems due to lack of space later on in the installation.
10. Using the supplied gaskets and fasteners install the new headers. Be sure to tighten nuts and bolts to factory specifications.
11. Reconnect the the catalytic converter assembly to the headers using the supplied gasket and hardware.
12. Reconnect the exhaust system to the catalytic converter assembly.
13. Replace the power steering reservoir.
14. Check to make sure there is adequate clearance on plug wires , battery cables, wire looms, brake lines, etc.
15. Re-connect battery cables.
16. Recheck everything!
17. 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.
18. Replace the decorative cover on top of the engine.
19. All tubular headers require maintenance including periodically checking and retightening of the header bolts.

Parts List:

(1) Header Assembly
(1) Head flange gasket
(9) 8mm bolts with lock washers
(1) Collector gasket

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.

JBA performanceexhaust®