

JBA[®] performance exhaust

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Installation Instructions and Warranty Information

For JBA Headers For 2003-2005
Dodge Ram 5.7L HEMI V-8



1960S	2003 Ram 1500, 5.7L, 2WD
1960S-1	2003 Ram 1500, 5.7L, 4WD
1960S-2	2003 Ram 2500/3500, 5.7L 2/4WD
1960S-3	2004-2005 Ram 1500, 5.7L 2WD
1960S-4	2004-2005 Ram 1500, 5.7L, 4WD
1960S-5	2004-2005 2500/3500, 5.7L 2/4WD



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.

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. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.

3. For P/N 1960,1960-1:2500 2wd and 1500 4wd. The Y-Pipe needs to be cut from the Catalytic Converter. This requires the Y-Pipe / Catalytic Converter assembly to be removed from the vehicle. This requires the transmission cross member to be removed. Support the transmission; remove the four bolts, and the two nuts on the trans mount. Drop cross member out. Disconnect exhaust from exhaust manifolds. Remove the muffler assembly from the Catalytic Converter /Y-Pipe assembly. Remove Catalytic Assembly from vehicle. Temporarily re-install trans cross member.

For P/N 1960-2:2500 4wd. The Drivers side connector pipe unbolts. The Passenger side must be cut approximately 9" in front of the weld on the Catalytic Converter. The replacement pipe will slip on the original exhaust pipe and needs to be welded.

4. Remove the nuts attaching the heat shields to the manifolds. Remove the manifolds. (On 2500 4x4 models, it is necessary to remove the motor mount brackets from the engine. Support the engine; remove the four bolts attaching the brackets to the engine, remove the through bolt, and drop mount out of the frame.)

5. Using a gasket scraper, remove all carbon deposits and high spots from head surface.

6. Using the supplied gaskets and fasteners install the new headers. Be sure to prepare the new header bolts by applying a small amount of anti-seize to the threads before installing. The driver's side header will have two open unused holes. If removed, re-install motor mounts.

7. Cut the stock Y-pipe from the converter directly in front of the weld.

8. Connect the new Y-pipe to the headers using the hardware supplied. Trial fit the converter to the Y-pipe, insert into the muffler assy. Correct any gaps and misalignment, tack weld the Y-pipe to the converter. Remove and weld completely then reinstall. At this time apply a O2 sensor safe high temperature sealer to collector domes of the new headers.

9. Re-secure trans cross member.

10. Check to make sure there is adequate clearance on plug wires, battery cables, wire looms, brake lines, coolant lines, etc.

11. Re-connect battery cables.

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. We recommend that you re-torque the fasteners on the headers after approximately 100 miles of driving. All tubular headers require maintenance including periodically checking and retightening of the header bolts.

Parts List:

- (1) Driver's Side Header Assembly
- (1) Passenger's Side Header Assembly
- (1) Clamp
- (17) 8mm - 1.25 x 25 bolts with lock washers
- (6) 3/8" x 2-1/2" bolts with washers and nuts
- (2) Head flange gaskets
- 1960,1960-1
- (1) Y-pipe (two-piece)
- 1960-2
- (1) Driver side down tube
- (1) Passenger side down tube

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.

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