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Installation Instructions and Warranty Information

Chevrolet & GMC Pickups & Suburban 5.0/5.7

1830S-4	1987-91 w/o AIR Inj.
1830S-5	1987-91 w/ AIR Inj.
1830S-6	1965-86 Carbureted



This Product has been granted a California Air Resources Board (CARB) "E.O" (Executive Order) Exemption, or is considered a Direct Replacement or Consolidated Replacement part. It is 50 State Legal when installed on the appropriate vehicle per the Manufacturer Application guide and Installation Instructions.

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 re-turned and is damaged, you will be charged for re-coat.

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.

See Note below for tool usage.

Tools: Power Steering Pump Pulley Puller. Snap-On® part number CJ117A or equivalent.

Power Steering Pump Pulley Installer. Snap-On® part number CJ113B101 or equivalent.

Note: A less expensive alternative: Lisle builds a puller (Pt #40000). It can be found in most auto parts stores.

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. From underneath the vehicle disconnect the Y-pipe from the exhaust manifold.

4. Begin with the driver's side. Remove the spark plugs and plug wires. Then unbolt and remove the exhaust manifold. Using a scraper, remove all carbon deposits and high spots from head surface. If your vehicle's power steering bracket interferes with the removal of the factory manifold, see the special section below.

NOTE: Some vehicles equipped with power steering may require the removal of the power steering pump and bracket. Not all vehicles will require the removal of this hardware.

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

6. Install the headers using the supplied gaskets and hardware. Tighten to factory specifications.

7. On applications with air injection tubes, remove the air injection tubes from your manifolds and install them on the new headers.

8. Re-install the spark plugs and plug wires using a straight boot on the #5 cylinder (driver side, 3rd cylinder back) with the heat shield slipped onto boot, spring end out and 90 °boots on all the others. JBA offers a set Power Cable™ ignition wires, part no. 0834, that are tailored specifically for this application. You can purchase a set from your JBA dealer.

To prevent leakage, it is important to tighten the flanges on any set of JBA headers carefully by using the proper procedure. 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, 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. Below is the proper torque sequence for your particular set of headers:

NOTE: Spark plug access on the passenger side is limited. We suggest using an offset box wrench or a modified plug socket for installation.

9. On applications with heat riser (flapper valve), use a replacement for a big block Chevy truck such as a Maremont part #X-1059 (std. 2-1/2) or X-1059 W.V. (with vacuum diaphragm)

10. Reconnect your exhaust system using the provided hardware or have a new system installed to further improve the exhaust flow.

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

12. Re-connect battery cables.

13. Recheck everything!

14. 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.

15. ALL TUBULAR HEADERS require maintenance including periodically checking and retightening of the header bolts. The power steering pump must be freed from its bracketry in order to remove the driver's side manifold. This is due to the design of the power steering pump/alternator bracketry. The steel bracket is fastened to the exhaust manifold studs on both sides of the front exhaust port. The studs cannot be removed until the bracket is pulled outward from the engine. The bracket cannot be pulled outward until the power steering pump is removed from the aluminum bracket. Besides, the steel bracket needs to be removed to modify it anyway! In other words, yes you really do have to go through this step. Remove the top half of the fan shroud. Remove the serpentine belt. Using a pulley remover (Snap-On CJ117A or equivalent), remove the power steering pump pulley. The three bolts on the front of the power steering pump may now be removed. Remove the bolt going from the black steel bracket into the back of the alternator. Remove the nuts holding the black steel bracket to the head on both sides of the number one exhaust port. The black steel bracket is still attached to the back of the power steering pump. The pump assembly should be loose enough to wiggle outward from the engine such that the remaining two nuts holding the steel bracket to the back of the pump can be removed. The black steel bracket should now be free. Remove the steel bracket. Using a hack saw, abrasive cut-off wheel, or band saw, cut the bracket as shown in figure 2. Grind the bracket for clearance as indicated in Fig 2. Clean up the edges with a file or sander and repaint.

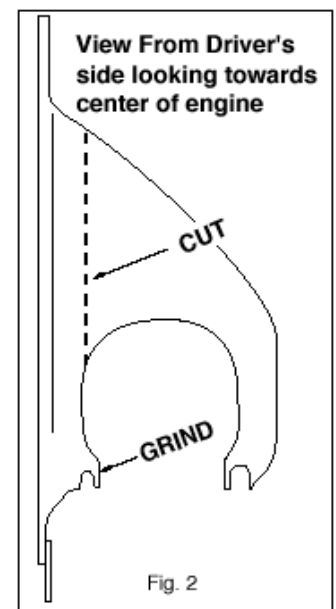


Fig. 2

Parts List:

- (1) Driver's Side Header Assembly
- (1) Passenger's Side Header Assembly
- (2) Header gaskets (Header to Head flange)
- (12) 3/8" x 1" header bolts & washers
- (6) 5/16" Collector Bolts, Washers, Locknuts
- (1) #20 Hose clamp
- (4) 1/4-20 x 1" Bolts
- (1) 1-1/2" Heat Stove
- (1) 2" Heat Stove
- (1) CARB EO Sticker

 440 E. Arrow Hwy. San Dimas, CA 91773 (909) 599-5955	This vehicle is equipped with: Dougs Headers # D33XX JBA Headers # 18XXS
	Legal for sale and installation in California CARB EXECUTIVE ORDER D-57-29

WARNING

This label is required to aid in passing the California smog check program. This label 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.



