

JBA[®] performance exhaust

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Installation Instructions and Warranty Information Dodge Dakota & Ram 1500 3.9 V6

1938S	1992-95
1939S	1996-03



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

4. Begin with the driver's side. Unbolt the two bolts and two nuts that attach the manifold to the head (save the two nuts for use later in removing the studs.) Put both nuts on one of the center studs and remove the stud by tightening the inner nut against the outer one. Repeat this process to remove the other stud. Use the supplied header bolts in their place.

5. 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.

6. Holding the header in place, slide the new gasket (supplied) between the motor and the header. Start the bolts and washers on the center holes before pressing header to the head. Be sure to tighten nuts and bolts to factory specifications.

7. For the passenger side, unbolt the two bolts and two nuts that attach the manifold to the head (save the two nuts for use later in removing the studs.) Put both nuts on one of the center studs and remove the stud by tightening the inner nut against the outer one. Repeat this process to remove the other stud. Use the supplied header bolts in their place. For 1992-1995 models only begin on the passenger side by removing the bolts attaching the EGR tube to the exhaust manifold. Once the bolts have been removed, slightly loosen the tube at the EGR valve (located on the back of the intake manifold) Do not Remove Tube.

*On 1997-99 Models it may be necessary to remove the coil in order to install the new header.

8. As with the driver side, using a scraper remove all carbon deposits and high spots from head surface. At this time apply a thin coating of high temperature sealer to exhaust pipe flare, in order to avoid problems due to lack of space later on in the installation.

9. Holding the header in place, slide the new gasket (supplied) between the motor and the header. Start the bolts and washers on the center holes before pressing header to the head. Be sure to tighten nuts and bolts to factory specifications. 92-95 vehicles install the new EGR gasket on the fitting of the EGR tube and re-tighten the air tube using the hardware provided.

NOTE: Due to the design and materials used on the factory y-pipe, it is common to have the y-pipe assembly distort from its original shape. This distortion is caused by the repeated heating and cooling of the assembly, which works as a stress relieving process. Because of this, the y-pipe may not line up perfectly with the header collector. To make reconnecting the assembly easier, begin by securely connecting one side (whichever is easiest) and then forcing the y-pipe into place.

10. Reconnect the exhaust system to the header using the hardware provided.

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.

Parts List:

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| (1) Driver's Side Header Assembly | (2) Header gaskets (Header to Head flange) |
| (1) Passenger's Side Header Assembly | (4) 3/8 "x 2 1/2 "Collector Bolts, Nuts & Washers. |
| (9) 5/16" x 1 "header bolts & lock washers | (2) 1/4 "x 1 1/4 "Air Fitting Bolts, Washers & Lock Nuts.(1938) |
| (1) EGR Gasket (1938) | (1) CARB EO Sticker |

 440 E. Arrow Hwy. San Dimas, CA 91773 (909) 599-5955	This vehicle is equipped with: Dougs Headers # D44XX JBA Headers # 15XXS, 19XXS
	Legal for sale and installation in California CARB EXECUTIVE ORDER D-57-32

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.



