

JBA

PERFORMANCE EXHAUST

A PerTronix Performance Brand ~ www.pertronixbrands.com ~ 909 599-5955

Installation Instructions & Warranty Information

Chevrolet & GMC Trucks with 4.3 V6

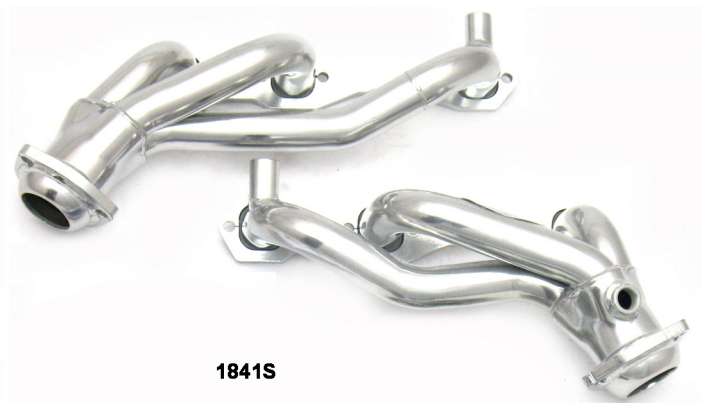
1840S ~ 1988-95 C/K w/o AIR Inj.

1841S ~ 1988-95 C/K w AIR Inj.

Cat4Ward® Headers



1840S



1841S

1

PERTRONIX PERFORMANCE BRANDS EMISSIONS CODES

This product has been granted a California Air Resources Board (CARB) Executive Order (EO Number) Exemption. It is 50 State Legal when installed on the Specified vehicle per the Manufacturer's Current Application Guide, the CARB EO, and Installation Instructions.

REV 3/2022

WARNING:

This product can expose you to chemicals including Lead, Nickel, Cadmium and Chromium which are known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov

REV. 7 5-10-22 DSL



PLEASE READ BEFORE PROCEEDING

PerTronix® thanks you for choosing a JBA Performance Exhaust Product. To realize the potential of JBA's engineering and excellent fit, Please Read and Understand these instructions completely prior to starting the installation.

Check that you received all the parts listed on the parts list, if you have any concerns, please contact PerTronix before continuing. Headers will have the part number stamped in the flange.

Work Smart – Work Safe! Most Header and Exhaust Installation are best performed on a lift. If a lift is not available, raise the vehicle and support on quality Jack Stands on level ground. Do not rely on a jack!

We use sealing beads on all our headers. The raised bead creates a better seal virtually eliminating leaks if installed properly. It is important to install all header bolts lightly snug and then tighten to factory torque specs starting in the center and working outward.

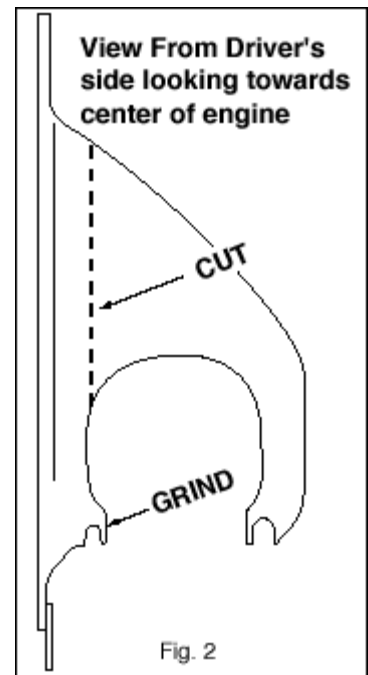
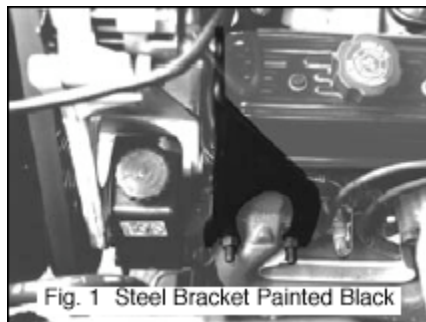
Before starting, allow the vehicle to cool, disconnect the battery, and spray a penetrating oil on all hardware and fittings that will need to be removed. Once you remove your manifold, clean the sealing surface on the head of any old gasket debris or carbon build up.

1. Begin with the driver's side. (It is the more difficult of the two sides) From underneath, unbolt the exhaust from the manifold. The stock nuts are locknuts and this makes removal difficult. The nuts may begin to un-thread the stud from the manifold. This is a problem because the studs have shoulders, which will not pull through the exhaust flange. If the stud comes loose, reverse your wrench and tighten the stud back into the manifold solidly. Try again to remove the nuts. If the nuts are still jammed on, apply heat to the nuts and try again. If all else fails cut the nuts off. The Headers are supplied with new bolts and nuts for reinstallation.

2. Unbolt the spark plug wire looms from the cylinder heads. Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires. Set the wires and looms up out of the way. Remove the spark plugs.

3. The power steering pump must be freed from its bracket in order to remove the driver's side manifold. 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.

4. Remove the top half of the fan shroud. Remove the serpentine belt. Using a pulley remover, remove the power steering pump pulley. Remove the three bolts on the front of the power steering pump. 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 will still be 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. 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. Clean up the edges with a file or sander and repaint.

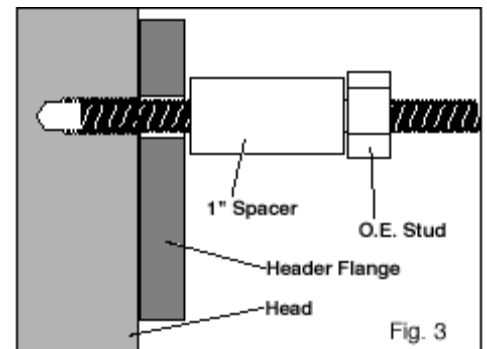


5. If equipped, remove the O2 sensor from the rear of the Manifold. (Use an open-end wrench or special O2 sensor socket.) Remove the 4 bolts and 2 studs holding the manifold to the head. Save one of the studs fastening the manifold to the #1 exhaust port. Clean the sealing surface on the cylinder head.

6. If your vehicle uses an O2 sensor, install it in the new header. If your vehicle does not have an O2 sensor in the rear of the manifold, use the supplied plug to seal the O2 sensor fitting in the collector of the driver's side header. Use anti-seize on the threads of the sensor or plug. Use 5 of the 3/8" x 1" bolts supplied. Reuse one of the studs in the front hole of the #1 port. Use Anti-Seize on all threads. Apply a thin coating of Sensor safe high temp silicone sealant to the collector dome where it mates to the lower flange. Bolt the header to the head. Use the supplied 1" tubular spacer between the header flange and the stud shoulder on the front hole. See fig.3. Tighten all 6 fasteners.

7. Using the supplied fasteners, bolt the Header to the bottom flange. The nuts are locking nuts. Therefore they will not spin freely. Torque to 30-35 ft/lbs.

8. To reinstall the spark plug wire looms, use the supplied 1/2" tubular spacer and 1/4" bolt. The spark plug wire loom will now sit outward of the header flange rather than against the head. If equipped, re-connect the O2 sensor plug.



9. Re-install the modified black steel bracket in the reverse order of removal. First, fasten the bracket to the rear of the power steering pump. Maneuver the power steering pump back into its original position. The steel bracket will now attach to the head with the single stud in the front hole of the #1 exhaust port. Attach the bracket to the head via the stud in the front hole of the #1 exhaust port. Fasten the steel bracket to the back of the alternator. Install the three bolts back through the front of the power steering pump. Reinstall the pulley using the pulley installer. Re-install the serpentine belt. Re-assemble the fan shroud.

Passenger Side:

10. Unbolt the manifold from the exhaust system from underneath. Remove the dipstick. Disconnect the spark plug wires from the spark plugs. Unbolt the Spark Plug wire looms and put them up out of the way. The dipstick tube is bolted to the head via the forward spark plug wire loom bolt. With the bolt removed, the dipstick tube can be removed by gently wiggling the tube while pulling upward. (The bottom of the tube is pressed into a hole in the engine.) Remove the flexible hot air tube attached to the sheet metal heat stove. (See Figure 4.) Unbolt the manifold from the head and remove. As with the driver's side, clean the head flange and lower flange where the header will attach to the exhaust system. Remember to remove the doughnut-shaped gasket.

11. Apply anti-seize to the bolts, apply silicone to the dome flange, and bolt the headers to the head and the exhaust system. Reattach the spark plug looms in the same manner as the driver's side.

12. If retaining the heat riser, clamp the supplied heat riser adapter to the header using the supplied hose clamp. Shorten flexible heat riser tube to fit (about 3-1/2 inches). Take care not to cut the tube too short. (Err on the long side, you can always make another cut.)



13. On Chevy Suburbans: The rear seat heater has an extra set of coolant hoses passing by the headers on the passenger side. Take care to keep these hoses back away from the headers. Use nylon ties, or some other method of preventing the heater hoses from contacting the hot header tubes.

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. Periodically check and retighten the header bolts.

Parts List:

- | | |
|--|--------------------------------------|
| (1) Driver's Side Header Assembly | (6) Collector Bolts, Nuts & Washers. |
| (1) Passenger's Side Header Assembly | (4) 1/4" I.D. x 1/2" long spacer |
| (11) 3/8" x 1" header bolts & lock washers | (4) 1/4" x 1" bolts |
| (2) Header gaskets | (1) Heat Riser Tube Adapter. |
| (1) 3/8" I.D. x 1" long spacer | (1) Plug for the O2 sensor fitting |
| (2) 90 degree spark plug boots | (2) Spark plug wire terminals |
| (1) CARB EO Sticker | |



PERTRONIX
PERFORMANCE PRODUCTS

440 E. Arrow Hwy.
San Dimas, CA 91773
(909) 599-5955

This vehicle is equipped with:
Dougs Headers # D66XX
JBA Header # 10XXS

Legal for sale and installation in California

CARB EXECUTIVE ORDER
D-57-27, D-57-31

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.

JBA LIMITED 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.

