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Installation Instructions and Warranty Information

Chevrolet 454SS Pickup

1822S-2 1988-93 w/ AIR Inj.

1822S-3 1988-93 w/o AIR Ini.



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, when installed on the appropriate vehicles per the manufacturer's application guide.

CARB EO # D-57-25

**Require Down Pipes part # 1822S to connect and
maintain Emissions Legality**

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.

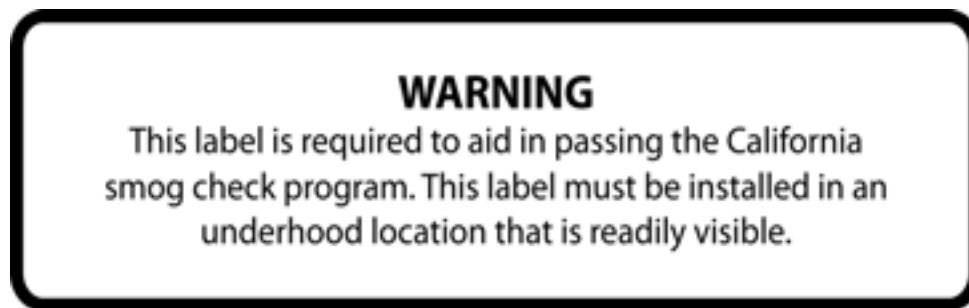
Notice: The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.

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. If necessary, 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. Start by removing the catalytic converter assembly. The converter assembly connects to the exhaust manifolds and has a flange just in front of the muffler. Remember to unplug the (4) O2 Sensors from the chassis to avoid damage to the O2 sensor harnesses.
3. Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires. Brush or blow away any debris, which may have collected around the manifolds and spark plugs. This will help prevent foreign matter from entering the combustion chambers when the manifolds are removed. Removal of the spark plugs is not necessary, but it may avoid accidental spark plug breakage. Where equipped, remove the air injection tubes from the top of the stock manifolds. (Use a Flare-nut wrench to avoid damaging the flare nuts.)
4. On the Driver's side: Remove the bolts holding the manifold to the head. Using a small wire brush or other instrument, remove any carbon deposits left on the exhaust flange-mating surface of the head.
5. Using the gasket and hardware supplied, (Note: Install gaskets dry. Do not use silicone or other sealants on Gasket.) Bolt the header to the head. Torque the fasteners to factory specifications. (30-35 ft. Lbs.) Where applicable, reinstall the Air Injection tubes.
6. On the Passenger Side: Remove the dipstick. The dipstick bolts to the head on the topside and press-fits into the oil pan on the bottom side. Unbolt the dipstick bracket and gently wiggle the dipstick tube upward out of the pan. Remove the flexible hot air tube attached to the heat riser tube. Unbolt the heat riser tube. Where applicable, remove the air injection tubes. Unbolt the manifold from the head and remove. As with the driver's side, clean the head flange. Test fit the passenger side header. On some models, the heat shield under the passenger floor pan comes close to the collector flange. If necessary, clearance the heat shield slightly.
7. As with the driver's side, bolt the header to the head using the supplied gasket and hardware. Re-install the heat riser tube so that the tube is allowed to draw hot air from around the header. Reinstall the Air Injection tubes into the fittings on the headers.
8. On vehicles equipped with factory spark plug wires: (4) spark plug boots and terminals must be changed using the supplied parts. On the driver's side, the (3) forward boots must be changed. On the passenger, the second boot back must be changed.
9. Reinstall the plug wires. Reinstall the dipstick tube. Reconnect the battery cables.
10. Check the clearance of all battery cables and wiring looms to insure that they are not too close to the headers.
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. Periodically check and retighten the header bolts.

Parts List:

- (1) Driver Side Header Assembly**
- (1) Passenger Side Header Assembly**
- (16) 3/8 "x 1 "header bolts & lock washers**
- (2) Header gaskets (Header to Head flange)**
- (4) Spark plug boots and terminals**



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.



