



Corporate Office: PerTronix Inc. 440 E. Arrow Highway, San Dimas, California 91773 * Phone 909.599.5955 • FAX 909.599.6424

Installation Instructions and Warranty Information

Chevrolet & GMC Silverado/Sierra. Suburban 8.1

1860S	2001-03 w/o AIR Inj.
1861S	2001-03 w AIR Inj.
1860S-1	2004-06 w/o EGR



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

Connecting Y Pipe part # 1860SY or 1860SY-1 required
for installation and to retain Emissions Compatibility

Read all instructions carefully before attempting installation.

Rev. 1 2-28-13 DSL

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.

3. Unbolt the exhaust system for the factory manifolds then disconnect system from the muffler assembly at the slip connection.

4. Remove the catalytic converter assemblies from the vehicle. (You may need to remove a support bracket from the side of the transmission)

5. Unbolt the EGR tube at rear of the passenger side manifold. If equipped -unbolt the air injection tubes at front of the manifolds.

6. 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. Remove the spark plugs to avoid accidental spark plug breakage.

7. Unbolt and remove dipstick tube. Remove the through bolt from the steering column, and slip shaft apart.

8. Now unbolt the factory manifolds from the engine and remove them.

9. Using a small wire brush or similar instrument, clean any carbon deposits from the head surface.

10. Using the gaskets and hardware supplied, NOTE :Install gaskets dry .Do not use silicone or other sealants on Gasket. Bolt the new header to the head. Torque the fasteners to factory specifications. Where applicable, reinstall the Air Injection tubes.

11. Reconnect the steering shaft and install spark plugs.

12. 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. JBA offers a replacement set of JBA Power Cables™ ignition wires (P/N 0860) with the correct boots for this header application.

13. You will now need to cut the catalytic converter pipes where indicated (see drawing below).

14. Connect the new JBA down pipes to the Headers using the supplied gaskets and fasteners.

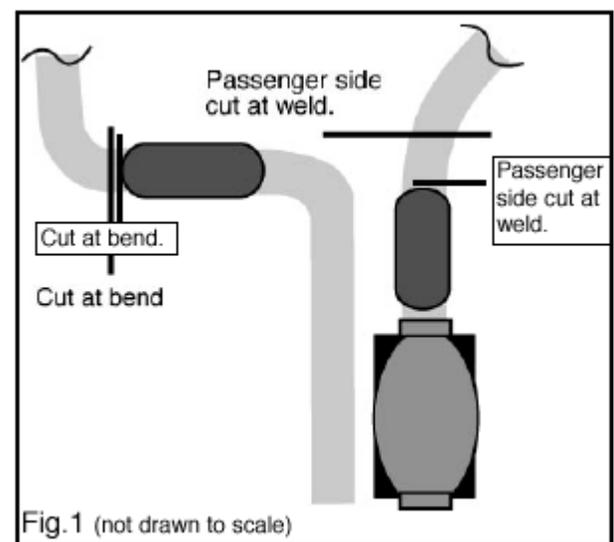
15. Temporarily re-install the catalytic converter assemblies on the vehicle. Tack weld the assemblies to the new down pipes. Remove the catalytic converter assemblies to finish welding.

16. Reinstall the catalytic converter assemblies using a small amount of O2 sensor safe RTV on the dome area. Reattach the bracket and heat shield on the transmission.

17. Recheck everything!

18. 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.

19. All tubular headers require maintenance including periodically check and retighten the header bolts.



Parts List:

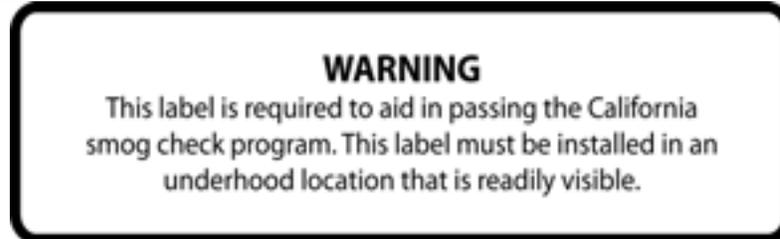
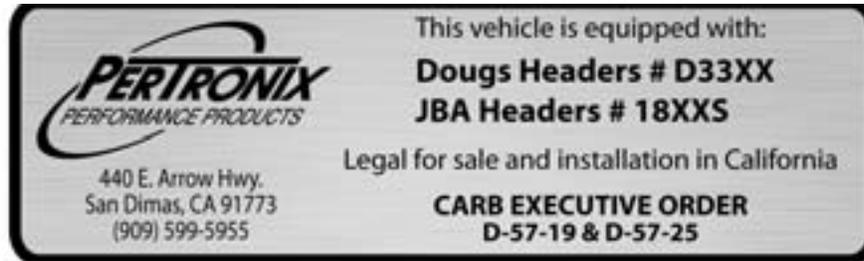
- (1) Driver's Side Header Assembly**
- (1) Passenger's Side Header Assembly**
- (16) 8mm -125 x 25mm header bolts & lock washers**
- (2) Header gaskets (Header to Head flange)**
- (4) Spark plug boots and terminals**

For vehicle equipped with Allison transmission use p/n 1860Y down pipes (sold separately)

- (1) Passenger side down pipe**
- (1) Driver side down pipe**

For vehicles equipped with 4L80E transmission use p/n 1860Y-1 down pipes (sold separately)

- (1) Passenger side down pipe**
- (1) Driver side down pipe**



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.



