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## **Installation Instructions and Warranty Information**

**2011S - 2005-06 Tundra/Sequoia 4.7**

**2012S - 2007-13 Toyota Tundra 5.7**

**2013S - 2007-11 Toyota Tundra 4.7**



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-57-26**

**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 exhaust system from the exhaust manifolds by unbolting the (3) bolts at the collectors. Then unbolt the driver side catalytic converter from the exhaust assembly and temporarily remove it from the vehicle.

## **PASSENGER SIDE**

4. On the passenger side remove the (4) bolts attaching the heat shields to the factory manifold.
5. Next, carefully unplug the O2 sensor from its harness

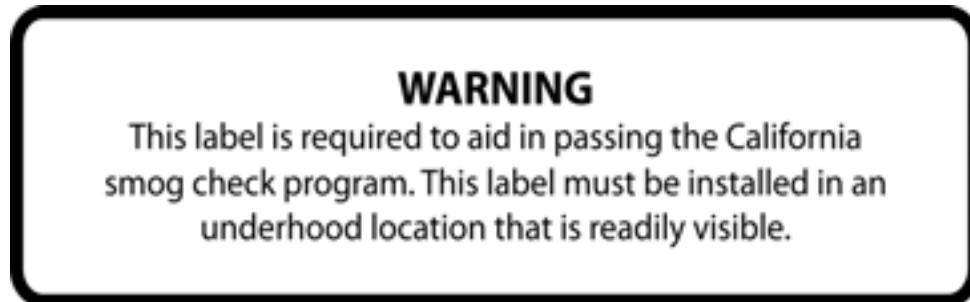
6. Remove the nuts attaching the air tube to the manifold. Loosen the air tube on the other end to allow some flexibility. Now remove the nuts attaching the factory manifold to the cylinder head. Remove the manifold; retain the air tube gasket, and nuts. Retain the factory gasket for re-use.
7. Using a small wire brush or similar instrument, clean any carbon deposits left on the head surface. Be careful not to gouge the aluminum head.
8. Install a collector bolt into hole below O2 sensor. Transfer the O2 sensor from the factory manifold to the new passenger side header. Apply a small amount of anti-seize to the threads for the sensor before installing it in the new header. Use caution not to drop or damage the sensor, they are fragile.
9. Install the new JBA Header using the supplied gasket and fasteners. Torque to 33 ft./lbs. Re-connect the air tube, and then tighten the other end.

## **DRIVER'S SIDE**

10. Just like you did in step (4) remove the (4) bolts attaching the heat shields to the driver side factory manifold.
11. Next, carefully unplug the O2 sensor from its harness. Unbolt the dipstick bracket from the head and remove the dipstick tube.
12. Remove the nuts attaching the air tube to the manifold. Loosen the air tube on the other end to allow some flexibility. Now remove the nuts attaching the factory manifold to the cylinder head. Remove the manifold; retain the air tube gasket, and nuts. Retain the factory gasket for re-use.
13. Using a small wire brush or similar instrument, clean any carbon deposits left on the head surface. Be careful not to gouge the aluminum head.
14. Install a collector bolt into hole below O2 sensor. Transfer the O2 sensor from the factory manifold to the new driver side header. Apply a small amount of anti-seize to the threads for the sensor before installing it in the new header. Use caution not to drop or damage the sensor, they are fragile.
15. Install the new JBA Header using supplied gasket and fasteners. Torque to 33 ft./lbs. Re-connect the air tube, then tighten the other end. Re-install the dipstick tube.
16. Install the driver side catalytic converter.
17. Connect the exhaust system to the new headers using hardware and gaskets supplied. Reconnect O2 sensors
18. Check to insure adequate clearance between header and shifter cable (small cable that runs from firewall, to brace on fender well, to transmission). More clearance can be gained by adjusting (bending) brace on fender well.
19. Recheck everything!
20. 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.
21. All tubular headers require maintenance including periodically checking and retightening of the header bolts.

**Parts List:**

- (1) Driver Side Header Assembly**
- (1) Passenger Side Header Assembly**
- (6) 3/8" x 2 1/2" Collector Bolts, Nuts & Washers. (Torque to 35 ft.lbs.)**
- (2) Exhaust pipe gaskets (rings) (Part no. 2011S ONLY)**
- (2) Head Flange Gaskets**
- (1) CARB EO Sticker**



**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.



