



Installation Instructions and Warranty Information

For 2004-12 Nissan Titan 5.6L



Part #6400S



WARNING: These headers are legal for Off Highway use (except in California or states that have adopted California emission standards) or Racing use (which may never be used on a Highway), or for use on pre emission controlled motor vehicles/motor vehicle engines (pre 1966 domestic vehicles certified to California standards, pre 1968 domestic vehicles certified to Federal standards and all pre 1968 Foreign vehicles) Only.

Read all instructions carefully before attempting installation.

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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.

NOTE: Installation of this product requires an adequate workspace, general mechanic's tools, general mechanical "know-how" and a reasonable degree of experience. Most auto enthusiasts with these resources will have little difficulty installing these headers. However, you should carefully read these instructions before attempting to install these headers. If in doubt, consult a professional mechanic. (Better to do it now than to get stuck halfway through the installation.)

By installing your JBA Performance Exhaust product, you indicate that you have read this document and agree with the following terms.

The Purchaser is responsible for following all installation instructions and safety guidelines supplied with JBA Performance Exhaust products.

PerTronix© assumes no responsibility for damages resulting from improper operation, misuse, abuse, or lack of responsible care, or any problems resulting from incompatibility with other manufacturer's products.

Included with your installation instructions is a copy of the product warranty. Please read it carefully before you begin any work on your vehicle.

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.

Note: Installation of these headers requires welding.

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 important when installing the header, to install all bolts loosely, then tighten evenly to ensure the flat installation of the flange. It is normal for the flange to be raised off the cylinder head the thickness of the sealing bead.

To prevent leakage, it is important to tighten the flanges on any set of JBA headers carefully by using the proper procedure. 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. Start by unbolting the factory exhaust from the catalytic converter assemblies and move it back a few inches.

Driver side:

4. Support the engine using a floor jack with a block of wood under the oil pan. Use caution when doing this as you are going to remove the motor mount and need to make sure the engine will not shift.
5. With the engine properly supported, unbolt the two bolts attaching the mount to the frame and 4 bolts attaching it to the engine block. Now lift the engine approx. 1".
6. With the engine raised, loosen the (4) screws attaching the heat shield to the factory manifold.
7. Remove the O2 sensor from the factory manifold.
8. With the O2 sensor out of the way, remove the heat shield. It will not come out easily. Extreme force may be required.
9. Next, remove the nuts attaching the factory manifold to the cyl. head. Be careful, the nuts round off easily.
10. Remove the manifold/cat assembly from the truck.

16. Install the header on the driver side using the supplied gasket. You may also reuse the factory gasket if it is in good condition. Lower the engine and reinstall the motor mount securely.
17. Reinstall the O2 sensor.

Passenger Side:

18. Begin by removing the engine oil dipstick tube by unbolting from the engine and then pulling and wiggling the tube out of the boss.
19. Repeat steps 4 through 17 to install the passenger side header. Before finally lowering the engine you will need to reinstall the oil dipstick tube and bolt it to the engine. After the engine is lowered and bolted back into position, bolt the exhaust to the cats.
20. Recheck everything. Make sure there is adequate clearance on all lines (brake, A/C, fuel, coolant)
21. Start the engine, check for leaks and test drive. Then let the engine cool and then re-torque the header bolts.
22. Periodically check and retighten the header bolts

Parts List:

- (1) Driver Side Header Assembly
- (1) Passenger Side Header Assembly
- (2) Header gaskets (Header to Head flange)
- (2) O2 plugs
- (2) Collector gaskets
- (4) Collector bolts
- (4) Collector nuts



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