

JBA[®] performance exhaust

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Installation Instructions

6852S 1999-2015 Chevrolet/GMC

6851S 2007-2011 Chevrolet/GMC

6853S 2014-15 Chevrolet/GMC Trucks DFI 5.3/6.2

2WD 1500, 2500, 3500 Silverado/Sierra Trucks



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This Product is **ILLEGAL** for Street or Off Highway use and is only intended for Closed Course Competition use, Except for 1965 and older US Manufactured, California Certified vehicles; 1967 and older US Manufactured, Federal Certified vehicles, or 1967 and older Foreign Manufactured vehicles, which may have this product installed as long as the vehicle still meets emissions standards for the year of the vehicle and retains any original or retrofit emissions control devices, including EGR, A.I.R and any NOx device required for the year of the vehicle.

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

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.

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.

NOTE:

These headers DO NOT accommodate EGR or AIR Injection systems.
If your truck has EGR or AIR it will have to be removed.

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 negative battery cable 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. Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires!

3. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.
4. Driver side: On air pump equipped vehicles remove the air tube from the manifold and slip it loose from the rubber hose at rear of engine. Un plug and remove the O2 sensor from the manifold.
5. Center the steering wheel with the wheels pointing straight ahead, and remove the key so the steering cannot turn. Remove the thru-bolt from the steering shaft, and slip the steering shaft apart. DO NOT rotate the steering shaft with the lower shaft disconnected or damage to the air bag can occur. See GM service bulletin #26068010 for more information.
6. Remove the bolts attaching the catalytic converters and Y Pipes to the stock manifolds and remove them from the vehicle.
7. Remove the six bolts holding the exhaust manifold to the head, then remove the manifold.
8. Passenger Side: Remove the air tube (if equipped), remove plug wires and set aside. Disconnect the EGR tube from the manifold if equipped, remove the bolt attaching the dipstick tube bracket to the head then remove the dipstick tube.
9. Remove the six bolts attaching manifold to head, remove manifold.
10. Remove and carbon buildup or left over gasket material from the cylinder heads.
11. Install the O2 sensors in the new JBA header using a small amount of Anti Seize on the threads. Do not get any on the probe as this can cause rough running and damage the sensor.
12. Install the new header using the supplied gaskets, bolts, and lock washers. Apply anti seize to the threads and tighten evenly starting from the center and working out.
13. Reinstall dipstick tube, spark plugs, and spark plug wires. Plug the O2 sensors back in. Longer harnesses are available if needed, check with your JBA dealer.
14. Install the header reducers and hardware supplied and then fabricate your exhaust to hook up to the headers.
15. Replace the steering shaft and tighten the cross bolt to factory specs. Reconnect the negative battery cable.
16. 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.
17. Re torque after 100 miles. Periodically check and retighten the header bolts.

Parts List:

- (1) Passenger side Header Assembly
- (1) Driver side Header Assembly
- (2) Head flange gaskets
- (2) Collector flange gaskets
- (12) 8mm header bolts (10 header bolts for 6853S)
- (12) 8mm lock washers (10 washers for 6853S)
- (6) 3/8-1-1/4" collector bolts (6851S/6852S Only)
- (6) 3/8 lock washers (6851S/6852S Only)
- (6) 3/8 nuts (6851S/6852S Only)
- (2) Collector reducers (3 bolt on 6851S/6852S, V-Band on 6853S)
- (2) V-Band Clamps (6853S only)

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.

JBA
performance**exhaust**®