



# **GP603S**

## **STAINLESS HEADER**

**TOYOTA TUNDRA 4.7L 2WD**  
**TOYOTA SEQUOIA 4.7L 2WD**

**GP603S HEADERS ARE NOT 50 STATE SMOG LEGAL**

*Thank you very much for purchasing our Gibson header  
for your vehicle.*

*If you need further assistance, please do not hesitate to call our  
Technical Department at (800) 528-3044  
Monday through Friday  
8:00 a.m. to 5:00 p.m. PST.*

**1270 WEBB CIRCLE CORONA, CA 92879**  
**BOX - 25 X 11 X 11**

WHEN THESE INSTRUCTIONS ARE FOLLOWED PRECISELY, YOU WILL FIND THE INSTALLATION OF YOUR EXHAUST SYSTEM TO BE RELATIVELY SIMPLE. WE CANNOT OVER EMPHASIZE THE IMPORTANCE OF ADHERING STRICTLY TO THIS PROVEN APPROACH, AS IT WILL VIRTUALLY ELIMINATE ANY DIFFICULTIES, WHICH YOU MIGHT OTHERWISE ENCOUNTER.

DUE TO RESTRICTED ROOM IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY COME CLOSE TO CERTAIN BODY AND CHASSIS COMPONENTS. THIS IS A NORMAL CONDITION FOR AN INSTALLATION OF THIS TYPE. MAKE CERTAIN YOU HAVE ENOUGH CLEARANCE AROUND BRAKE, FUEL, AND ELECTRICAL LINES, ETC. IN SOME CASES, IT MAY BE NECESSARY TO RELOCATE ITEMS WHICH MIGHT BE ADVERSELY AFFECTED BY EXHAUST HEAT.

**WARNING:** INSTALLATION OF ANY TYPE OF “WRAPPING” MATERIAL ONTO THE HEADERS WILL DESTROY THE HEAT DISSIPATION PROPERTIES OF THE TUBING, CAUSING PREMATURE DETERIORATION OF THE METAL AND SUBSEQUENT FAILURE. USE OF ANY “WRAPPING” WILL VOID THE WARRANTY

**LEGAL STATUS:** INSTALLATION OF HEADERS ON VEHICLES WITH CATALYTIC CONVERTERS AND/ OR OTHER EMISSION CONTROL EQUIPMENT MUST BE ACCOMPLISHED IN ACCORDANCE WITH ALL GOVERNMENT REGULATIONS PERTAINING TO SUCH EMISSIONS STANDARDS.

## **PARTS LIST**

<b>QTY.</b>	<b>Part #</b>	<b>Description</b>
<b>1</b>	<b>HE-603D</b>	<b>DRIVER-SIDE HEADER</b>
<b>1</b>	<b>HE-603P</b>	<b>PASSENGER-SIDE HEADER</b>
<b>2</b>	<b>97001</b>	<b>HEADER GASKET(S)</b>
<b>1</b>	<b>BO-1049</b>	<b>BOLT KIT</b>

## **SUGGESTED TOOLS**

**10MM, 12MM, 13MM, 14MM, 9/32" SOCKETS (SHALLOW AND DEEP)**

**10MM, 12MM, 13MM, 14MM, 17MM WRENCHES (VARIOUS LENGTHS)**

**3", 6", AND 12" EXTENTIONS FOR SOCKETS**

**JACK STANDS & FLOOR JACK**

**GOOD RUST PENETRANT**

# GP603 HEADER INSTRUCTIONS

**CAUTION!** Gloves or other protection should be worn to protect installer from burns due to hot exhaust components!

**COSMETIC TIP:** Skin oils from your hands and engine compartment grime causes ugly "yellow" spots to appear on the chrome as it "blues" from the exposure to exhaust heat.



Fig. 1-1

Start by placing the vehicle on a level surface using jack stands and a floor jack. **DO NOT use a bumper jack!** Also, you will need to remove the negative cable from the battery. Also, loosen the dipstick but do not remove.



Fig. 1-2

Start off from underneath the vehicle. Disconnect the O2 sensors and remove both driver-side and passenger-side head-pipe assemblies from the vehicle.

See Fig. 1-1 & 1-2



Fig. 2-1

On the driver-side remove the stock heat-shield then remove the OEM manifold hardware, then lastly the stock manifold. Before the installation of the new Gibson header, remove last upper stud at the rear of the cylinder head by the transmission housing. Using a **9/32" socket** to remove it.

See Fig. 2-1

Clean the head surface of any debris before installation.

Now install the header gasket onto the stock studs and header re-using your stock nuts. See Fig. 2-2

**DO NOT TIGHTEN AT THIS TIME!**

Now install the 1" long 10mm bolt where you removed the stock stud. Now torque your Gibson header to 30-35 ft lbs. Moving from the center of the header outwards!

After the header is installed remove the O2 out of the stock manifold and install it into the Gibson header using Anti-sieze on the threads **only, not the sensor!**



Fig. 2-2



Fig. 3-1

Now on the passenger-side, remove the heat-shield and manifold; saving the stock hardware. Then remove the lower bottom exhaust stud, closest to the transmission housing with a **9/32" socket**. See Fig. 3-1

Install the supplied header gasket and Gibson header using the stock hardware.

**DO NOT TIGHTEN AT THIS TIME!**

Now install **1" long 10mm bolt** where the stock stud was removed from the cylinder head. Now torque your new header 30-35 ft. lbs. Moving from the center of the header outwards.

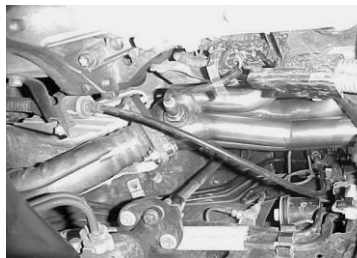


Fig. 4-1

After the Gibson header is installed, remove the stock O2 sensor out of the old manifold and install it into the new header. Use Anti-seize on the threads, **not the sensor!** See Fig. 4-1

Next, reuse the stock donut gasket at the Y-Pipe connectors. Then use the **6 supplied 1 1/2" long bolts**, washers, lock washers and nuts. Now re-install your factory Y-pipe. Torque to 30-35 ft. lbs. See Fig. 5-1



Fig. 5-1

Make sure to plug in all the O2 sensors back into the factory positions. Then connect the negative battery cable back-up and start your engine. Check for leaks!

**When the engine cools down, re-torque down all the header fasteners to protect your investment.**

**IT IS CRITICAL** that all bolts be re-tightened HOT after about 20 minutes of operation to prevent gasket failure.

**NOTE: HEADERS ARE NOT MEANT TO SERVE AS “EXHAUST SYSTEM SUPPORT HANGERS”.** Additional hangers may need to be added at the time of the installation of the headers so that **THE EXHAUST SYSTEM SUPPORTS ITSELF** when the collector bolts are removed. **HEADERS THAT HAVE “SAGGED” DUE TO THE LACK OF SUFFICIENT EXHAUST SYSTEM SUPPORT WILL NOT BE REPLACED UNDER WARRANTY!**

**NOTE:** Header bolts should be inspected for tightness from time to time to ensure optimum gasket life. The bolts will **STRETCH** some at first due to the exhaust heat, so they'll loosen **WITHOUT TURNING** until they “take a set”. (Bolts hard enough not to stretch would **BREAK!**) We've experimented with the various “locking devices” on the market, which prevent from turning. They **DON'T WORK** on **HEADER BOLTS**, and they greatly complicate the process of re-tightening the bolts when it's necessary.

**What “WORKS”:**

Go over the bolts again after the first DAY of driving (or about 100 miles- whichever comes first), then after the first WEEK, after the first MONTH, and then EVERY 6 MONTHS. Our exclusive gaskets are specially made so that the cylinder head SHOULD begin to melt before the gaskets can burn up. About the only way to kill these gaskets is to let the headers get loose and then keep driving with a leak.

Due to varying conditions between geographical locations and usage, we strongly recommend having the engine re-tune at a reputable tune-up shop after the installation of the headers. Doing so will ensure that you get the maximum benefit from the installation of the headers.

**GIBSON PERFORMANCE** strives to deliver the highest quality materials, workmanship, and service. Please so not hesitate to call our technical line if you have a question or experience a problem.

**WE TRULY WISH TO HAVE ONLY SATISFIED CUSTOMERS!**