



# **GP112S STAINLESS HEADER**

HAS EGR FITTING  
CK PICKUP 4.3L 2WD TRUCK  
OLD BODY STYLE  
AIR INJECTION  
FULL SIZE ONLY

**GIBSON HEADERS ARE 50 STATE SMOG LEGAL**

*Thank you very much for purchasing our Gibson headers 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*

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. THESE HEADERS ARE SMOG LEGAL.

### **E.O. STICKER INFORMATION**

PLACE THE STICKER IN AN AREA THAT IS PROTECTED FROM HIGH WEAR OR FREQUENT EXPOSURE TO DIRT, WATER, ETC. MAKE SURE THE AREA IS CLEAN BEFORE APPLYING. E.O. ARE USUALLY UPDATED ANNUALLY, YOUR E.O. STICKER DOES NOT NEED TO BE REPLACED TO REFLECT CHANGES THAT ARE MADE. SMOG INSPECTION STATIONS ARE UPDATED REGULARLY.

# SUGGESTED TOOLS

7/16" WRENCH (VARIOUS LENGTHS)  
7/16" SOCKETS (ONE SHALLOW/ONE DEEP)  
1/2" WRENCH (VARIOUS LENGTHS)  
9/16" COMBINATION WRENCH  
9/16" SOCKETS (ONE SHALLOW/ONE DEEP)  
5/8" THIN WALL SPARK PLUG SOCKET  
7/8" COMBINATION WRENCH  
13MM SOCKET (ONE SHALLOW/ONE DEEP)  
15MM SOCKET (ONE SHALLOW/ONE DEEP)  
15MM 9/16" COMBINATION WRENCH  
3", 6" AND 12" EXTENSIONS FOR SOCKETS  
HIGH TEMP SILICONE SEALER (RATED 600 DEGREES OR MORE)  
GOOD RUST PENETRANT  
JACK STAND, FLOOR JACK  
LUG NUT WRENCH

# PARTS LIST

QUANTITY      DESCRIPTION

1	DRIVER SIDE HEADER STAINLESS ASSEMBLY W/EGR/AIR
2	PASSENGER SIDE HEADER STAINLESS ASSEMBLY W/EGR/AIR
2	AIR FLANGE GASKET
2	HEAD FLANGE GASKET
4	7MM 90% SPARK PLUG BOOT
12	3/8x16x1" HEADER BOLT
12	3/8 STAR WASHER
6	1/4x20x1 1/4" BOLT
6	1/4" LOCK WASHER
6	1/4" NUTS
6	ZIP TIES
6	6x2" HEAT WRAP
6	3/8x16x2" BOLT
6	3/8x3/4" FLAT WASHER
6	LOCK WASHER
6	3/8 NUT

# HEADER INSTRUCTIONS #GP112S

**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.

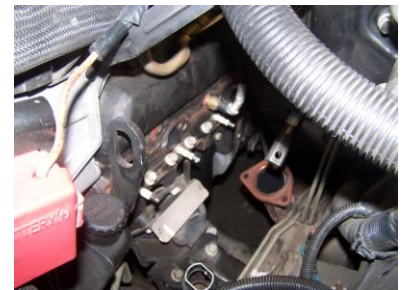
Start by placing the vehicle on a level surface using jack stands and a floor jack. **DO NOT use a bumper jack!** Also, you will need to remove the negative cable from the battery.

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 cable from the battery. Raise the front of the vehicle to obtain adequate access to the bottom exhaust manifold flanges. Use large-based 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. Begin with the driver's side (It is more difficult of the two sides). Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them. For easier removal of the manifold and installing the header. Starting on the bottom side, unbolt the bottom flange nuts (where the manifold connects to the exhaust system). The stock nuts are intentionally deformed to prevent them from premature loosening. This also makes removal difficult. Apply as much torque as necessary to remove the nuts. The nuts may not turn and the stud may begin to unthread from the manifold. This is a problem because the studs have shoulders which will not pull through the exhaust flange. If the stud comes loose, reverse your wrench and tighten the stud back into the manifold solidly. Try again to remove the nuts. If the nuts are still jammed on, apply heat to the nut with an acetylene torch. Try again to remove the nuts. If all else fails cut the nuts off. The Headers are supplied with new bolts and nuts for reinstallation.



3. On the top side: Unbolt the spark plug wire looms from the cylinder heads. **DO NOT SKIP THIS STEP!** Otherwise the spark plug looms will hold the head flange out away from the head, preventing the heads from sealing. Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires. Set the wires and looms up out of the way. Brush or blow away any debris that 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. Before you remove the manifold, disconnect the temperature sensor plug in the side of the head. For easier removal of the manifold (**NOTE: REMOVAL OF THE SPARK PLUGS WILL MAKE INSTALLATION EASIER!**) Disconnect the EGR tube and Air tube from the manifold. Remove bolts attaching manifold to the head, and then remove manifold.



4. Using a small wire brush or other instrument, remove any carbon deposits left on the exhaust flange mating surface of the dry head. Thoroughly clean the surface with solvent or another cleaner. Remove the doughnut-shaped gasket from the lower flange (where the manifold bolts to the exhaust system). The headers use a steel dome in place of this gasket. Remove any excess carbon deposits from the lower flange.

5. On the driver's side use the 3/8"x1" bolts supplied. Bolt the header to the head. Torque all 6 fasteners to factory specifications (30-35 ft./lbs.) Re-attach the EGR tube and Air tube with supplied gasket and hardware to the header.



6. Using the supplied fasteners, bolt the Header to the bottom flange but do not tighten at this time. The nuts are jam nuts. Therefore they will not spin freely. This is normal. Torque headers to 30-35 ft/lbs after both headers are installed.



7. On spark plug wires # 1, #3, #5 and #6 you will need to cut the straight boots off making sure you do not cut the spark plug wire. Use a razor blade or sharp knife. Be careful not to cut wire or yourself. Then spray some sort of lubricant on the wire where you removed the stock boots and then install the 90 degree boots on spark plug wires # 1, #3, #5 and #6. Now you can re-install the spark plug wires. Also install the supplied heat-wrap on spark plug wires that are close to header tubes. Zip tie some of the wires to keep from laying on the header.



8. The Passenger Side: Unbolt the manifold from the exhaust system from under the vehicle as on the driver's side. Disconnect the spark plug wires from the spark plugs. Unbolt the spark plug looms and put them up out of the way. Also remove the spark plugs for easier removal of the manifold and installation of the headers. The dip stick tube is bolted to the head via the forward spark plug wire loom bolt. With the bolt removed the dip stick tube can be removed by wiggling the tube while pulling upward. (The bottom of the tube is pressed into a hole in the engine.) Unbolt the manifold from the head and remove. As with the driver's side, clean the head flange and lower flange where the header will attach to the exhaust system. Remember to remove the doughnut-shaped gasket. As with the driver's side, apply silicone to the dome flange and bolt the header to the head and exhaust system. Re-install the dip stick. Re-install the spark plugs and install #6 spark plug wire. Make sure the spark plug wires have clearance. Install spark plug wires. Install the supplied heat-wrap over spark plug wires that are closest to the tubes. Use supplied zip ties instead of spark plug wire bracket to strap away from header tubes.



9. RE-CHECK EVERYTHING!!

10. 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.

11. Periodically check and retighten the header bolts

**NOTE: IT IS NOT UNUSUAL WHEN INSTALLING HEADERS TO GET A BURNING SMELL. THIS IS NORMAL AND IT WILL GO AWAY!**

**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!**