



GP207S-C CERAMIC HEADER

**WITH EGR FITTING
FORD EXPEDITION 4.6L 2/4WD
FORD TRUCK 4.6L 2/4WD
OLD BODY STYLE
WILL NOT FIT HEAVY DUTY TRUCKS**

GIBSON HEADERS ARE 50 STATE SMOG LEGAL
*Thank you very much for purchasing our Gibson header
for your vehicle.*

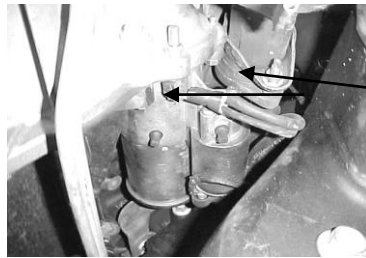
*If you need further assistance, please do not hesitate to call our Technical
Department at (800) 528-3044
Monday through Friday
8:00 a.m. to 5:00 p.m. PST.*

1270 WEBB CIRCLE CORONA, CA 92879

INSTALLATION INSTRUCTIONS

NOTE: INSTALLATION OF THESE HEADERS REQUIRES AN ADEQUATE WORK SPACE, GENERAL MECHANIC'S TOOLS, GENERAL MECHANIC "KNOW-HOW" AND A REASONABLE DEGREE OF EXPERIENCE. THIS PART IS CERTIFIED FOR USE ON EMISSION CONTROLLED VEHICLES. C.A.R.B. EXEMPTION #D-411-3

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.
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-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. THEN UNBOLT AND REMOVE THE FRONT WHEELS.
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, LOOSEN THE BOLTS CONNECTING THE EXHAUST SYSTEM TO THE EXHAUST MANIFOLD.(ON 4X4 MODELS, DISCONNECT THE FRONT DRIVESHAFT BY REMOVING THE 4 BOLTS ON THE FLANGE, AND LET THE DRIVESHAFT HANG OUT OF THE WAY.) PRY THE EXHAUST SYSTEM BACK ABOUT 1/2" TO GAIN WORK SPACE. THEN REMOVE THE THREE BOLTS HOLDING THE STARTER TO THE BELL HOUSING THEN REMOVE.

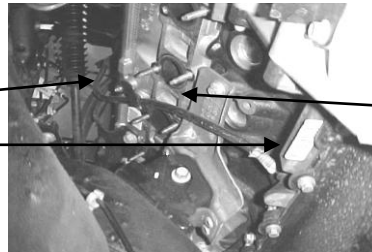


**STARTER AND
BELL HOUSING**

4. IT IS NOT NECESSARY TO REMOVE THE INNER FENDERWELLS, BUT IT MAKES THE INSTALL EASIER. TO REMOVE THE FENDERWELLS SIMPLY UNSCREW ALL THE SHEET METAL SCREWS AND FASTENERS ATTACHING IT TO THE FENDER AND FRAME AND THE FENDERWELL WILL DROP OUT.
5. WORKING THROUGH THE WHEELWELL, ON THE DRIVER'S SIDE, LOOSEN THE EGR TUBE FROM THE MANIFOLD. THEN REMOVE THE NUTS ATTACHING THE MANIFOLD TO THE HEAD. REMOVE THE MANIFOLD. YOU MUST ALSO REMOVE THE MANIFOLD ATTACHING STUDS FROM THE HEAD. THE STUDS HAVE A 5mm HEX END ON THEM, A 1/4" DRIVE RATCHET AND A 5mm SOCKET WORK WELL FOR REMOVING THE STUDS.

**DIP STICK
MOUNTING
BRACKET .**

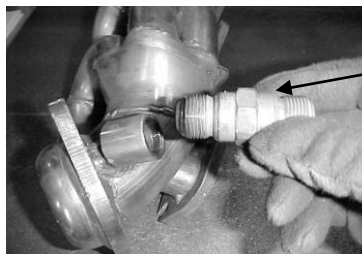
O-RING



FACTORY STUDS

6. THE DIPSTICK MUST NOW BE REMOVED. IT HAS A SEPARATE MOUNTING BOLT ON THE HEAD AND USES AN O-RING SEAL AT THE BOTTOM. USE CARE TO PROTECT THE O-RING. **SEE PICTURE ABOVE.**
7. ON THE PASSENGER SIDE, AGAIN WORKING THROUGH THE WHEELWELL, ON 2000 AND 2001 MODELS YOU MAY HAVE TO LOOSEN MOTOR MOUNTS AND PRY UPWARDS TO REMOVE STOCK NUTS AND STUDS TO REMOVE MANIFOLD AND INSTALL HEADER. AFTER INSTALLATION RE-TORQUE PASSENGER SIDE MOTOR MOUNTS.
8. USING A SCRAPER REMOVE ALL CARBON DEPOSITS AND HIGH SPOTS FROM HEAD SURFACE, USE CARE NOT TO GOUGE THE ALUMINUM HEADS.

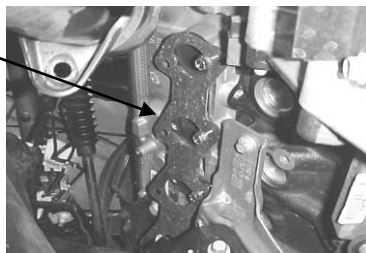
9. REMOVE THE EGR FITTING FROM THE FACTORY MANIFOLD AND INSTALL IT ON THE NEW HEADER.



FACTORY EGR

10. NOTICE THE BOTTOM HOLES OF THE HEADER ARE SLOTTED. BEFORE INSTALLING THE HEADER INSTALL THE BOTTOM BOLTS WITH THE GASKET LEAVING A 3/4" GAP BETWEEN THE HEAD. THIS MAKES FOR EASIER ACCESS TO THE HEADER BOLTS.

**HEADER
BOLTS &
GASKET**



11. APPLY A SMALL AMOUNT OF HI-TEMP SEALER TO THE EXHAUST PIPE FLARE THEN INSTALL THE DRIVER SIDE HEADER FROM UNDERNEATH THE VEHICLE. SOME TWISTING AND WIGGLING OF THE HEADER IS NECESSARY

12. FOLLOW STEPS 10 & 11 FOR PASSENGER SIDE INSTALLATION.

13. RE-INSTALL THE STARTER TO THE BELL HOUSING. THEN USE THE HEAT RAP PROVIDED AND RAP THE WIRE LOOM AND THEN SECURE IT WITH THE SUPPLIED ZIP TIES. THIS IS TO PROTECT IT FROM THE HEAT GENERATED BY THE HEADERS.



**HEAT
RAP**



14. RE-CONNECT THE EXHAUST SYSTEM TO THE NEW HEADERS USING THE HARDWARE PROVIDED. (RE-CONNECT DRIVE SHAFT WHERE APPLICABLE) RE-CONNECT THE EGR TUBE TO THE HEADER.

EGR TUBE



15. RE-INSTALL THE INNER WHEELWELLS (IF REMOVED). CHECK TO ENSURE THAT THERE IS ADEQUATE CLEARANCE ON ALL BRAKE LINES, WIRE LOOMS, A/C LINES, ETC. IT IS RECOMMENDED THAT YOU REMOVE THE PASSENGER SIDE WHEELWELL FLAP.

16. RE-INSTALL THE FRONT WHEELS AND TORQUE TO FACTORY SPECS. (SEE OWNER'S MANUAL).

17. RECONNECT THE BATTERY.

18. RE-CHECK EVERYTHING!

19. START THE ENGINE, CHECK FOR LEAKS AND TEST DRIVE. THEN LET THE ENGINE COOL AND THEN RE-TORQUE THE HEADER BOLTS. IT IS RECOMMENDED THAT YOU RE-TORQUE THE HEADERS 200 MILES AFTER THE INITIAL INSTALLATION.

20. 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!

PARTS LIST:

- (1) DRIVER'S SIDE HEADER ASSEMBLY
- (1) PASSENGER'S SIDE HEADER ASSEMBLY
- (2) HEADER GASKETS (HEADER TO HEAD FLANGE)
- (4) COLLECTOR BOLTS AND NUTS, WASHERS
- (16) 8mm X 1.25mm BOLT W/LOCK WASHERS
- (1) 4" X 10" PIECE OF HI-TEMP HEAT WRAP
- (2) ZIP TIES
- (4) 7/16" LOCK WASHERS