



Corporate Office: PerTronix Inc. 440 E. Arrow Highway, San Dimas, California 91773 * Phone 909.599.5955 • FAX 909.599.6424

Installation Instructions and Warranty Information

1850S-4 2014 Chevrolet/GMC Truck/Suburban/Tahoe/Yukon
5.3/6.2L DFI Engine Only



CARB EO #D-25-29 - 2014 Models ONLY



This Product has been granted a California Air Resources Board (CARB) "E.O" (Executive Order) Exemption, or is considered a Direct Replacement or Consolidated Replacement part. It is 50 State Legal when installed on the appropriate vehicle per the Manufacturer Application guide and Installation Instructions.



This product is Not legal for Street or Off Highway use in California or in states that have adopted California Emissions Regulations and is only intended for Closed Course Competition use, except 1965 and Older US manufactured California Certified vehicles, 1967 or older US manufactured Federally Certified vehicles, or 1967 and older Foreign manufactured vehicles which may have any aftermarket add-on or modified part installed as long as the vehicle can still meet the tailpipe emission standards for the year of the vehicle and retain any original or retrofit crankcase control (PCV) devices and NOx device required for the year of the vehicle.

Applicable to 2015 Models

Read all instructions carefully before attempting installation.

Rev 1 10-27-14 DSL

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.

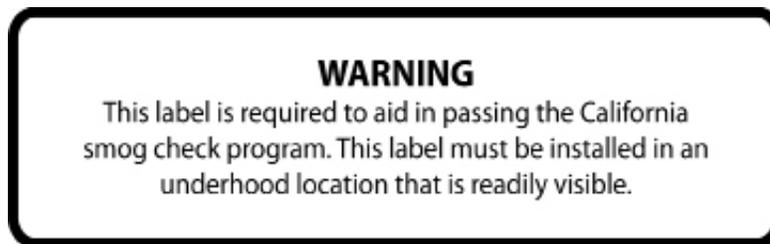
Notice: The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.

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.

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. Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires! Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.
3. From underneath, remove the three bolts holding the catalytic convertor to each exhaust manifold. Either Support the factory Y-Pipe or remove it until the headers are installed as the factory flex pipe can become kinked making it hard to reattach to the headers.
4. Remove the bolt that holds the oil dipstick to the motor and then remove the dipstick.
5. Starting on the driver's side, Remove the three bolts holding the heat shield to the stock manifold and then remove the heat shield.
6. Remove the five bolts holding the exhaust manifold to the head, then remove the manifold and factory gasket.
7. With the manifold out of the way, clean any carbon deposits left on the head using a small wire brush or similar instrument.
8. Install the new header using the supplied gaskets, bolts, and lock washers. Apply anti seize to the threads and torque to 18 ft/lbs.
9. Repeat for the passenger side. Reattach the Y-Pipes to the JBA headers
10. Re install the Oil Dipstick and the spark plug wires.
11. Reconnect the factory exhaust/catalytic convertors to the headers using the original gaskets and supplied hardware.
12. 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.
13. 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 | (10) 8mm header bolts |
| (10) 8mm lock washers | (3) 3/8X1 1/2 Hex Bolts (pass side collector) |
| (3) 3/8X2 Hex Bolts (dr side collector) | (6) 3/8 Hex Nuts |
| (3) 3/8 Lock washer | (1) CARB EO Sticker |



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**®

