

JBA[®] performance exhaust

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Installation Instructions and Warranty Information **Part# 6035S/30635S** 2005-2008 Toyota Tacoma 4.0 2007-2009 FJ Cruiser 4.0 2003-09 4Runner 4.0 2005-06 Tundra 4.0



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.

Read all instructions carefully before attempting installation.

WARNING

This product can expose you to chemicals 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/product

REV.4 6-6-17 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 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. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.

3. Disconnect and remove the intake "S" shape Tube.

4. Unplug the o2 sensors harness located on top of the transmission area.

5. On FJ Models, It will facilitate the removal of the exhaust manifolds if you remove the inner fenders by removing the push in plastic clips. It is also recommended that you unbolt the ABS Brake lines and brackets from both upper control arms. Removal of the drivers side tire will allow better access to the manifold nuts as well

6. Unbolt the exhaust pipes from the exhaust manifolds as well as the support brackets.
7. If so equipped, remove the heat shields from the exhaust manifolds. On the passenger side, remove the oil dipstick.
8. Place a floor jack with a block of wood under the oil pan so that the motor can be raised approximately 2" on the driver's side. Remove the motor mount bolts and carefully lift the motor.
9. On 4 Wheel Drive models, it will be necessary to remove the front drive shaft from the differential. Mark the location of the flange to the drive shaft and remove the 4 bolts. Push the drive shaft out of the way.
10. Unbolt the exhaust manifolds from the engine and remove the manifolds and gaskets from the car.
11. Remove the O2 sensors from the stock manifolds, being careful not to damage them.

INSTALLATION

1. Install the JBA gaskets over the studs on the motor.
2. Install the O2 sensors in the headers using a small amount of Anti Seize on the threads.
3. From below, slip the Driver's side header into position and loosely install the nuts to the studs - do not tighten. If the motor was raised, lower it now and tighten the motor mount bolts.
5. From below, install the Passenger side header, again leaving the exhaust nuts loose.
6. Reattach the bracket from the bellhousing to the collector flange and the exhaust pipe to collector using the new supplied ring gaskets and 10mm bolts and nuts. Reinstall the O2 sensors.
7. When everything is lined up, tighten the header nuts, starting in the middle and working your way toward the ends. Tighten the collector bolts.
8. Connect the O2 wire harnesses. Reinstall the oil dipstick.
9. On models where the inner fenders, tire, ABS lines and/or driveshaft were removed, reinstall them at this time.
10. Reinstall the Air box "S" tube and check for adequate clearance of hoses and wires to the headers.
11. Recheck all hardware and check for adequate clearance of hoses and wires to the headers.
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. All tubular headers require maintenance including periodically checking and retightening of the header bolts.

Parts List:

- (1) Driver Side Header Assembly
- (1) Passenger Side Header Assembly
- (4) 10mm-1.25 X 35mm Collector Bolts
- (4) 10mm-1.25 Nuts
- (2) Exhaust pipe gaskets (rings)
- (2) Header Gaskets

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.

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