

# JBA<sup>®</sup> performance exhaust

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## Installation Instructions and Warranty Information **Part# 6400S / 36400S** 2004-14 Nissan Titan/Armada 5.6L 2004-14 Infiniti QX56 5.6L



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](http://www.P65Warnings.ca.gov/product)

REV.3 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. Unbolt the factory exhaust system from the catalytic convertors and slide the exhaust backwards.
4. Support the engine using a floor jack with a block of wood between the jack and the oil pan. Make sure the jack is secure and unbolt the two bolts that attach the engine mounts to the frame and the 4 bolts attaching the mount to the engine. Raise the engine approx. 1"
5. Remove the 4 screws that attach the heat shield to the exhaust manifolds.

6. Unplug each O2 sensor and then remove the O2 sensors from the manifold, save them for re-installation later.
7. On the passenger side, remove the Oil dipstick by unbolting it from the engine and then pulling and wiggling the tube until it comes out of the boss
8. Remove the heat shields. They will not come out easily and extreme prejudice may be required.
9. Remove the nuts that hold the exhaust manifolds to the engine and remove the manifold/cat assemblies.
10. Install the headers using the supplied gaskets and original manifold nuts.
11. Apply a dab of sensor safe anti seize to the threads of the O2 Sensors and reinstall the sensors.
12. Reinstall the Oil Dipstick.
13. Lower the engine back down while bolting the motor mounts in place.
14. Bolt the exhaust system to the header flange using the supplied gaskets and nuts and bolts.
15. Check that everything is tight and that all fuel and brake lines are clear of the headers.
16. Start the engine and check for leaks. If everything is good, take it for a test drive.
17. Let the motor cool and then recheck all header fasteners for tightness.
18. Due to heat cycling it is recommended that you re check the bolts after 100 miles and then every few thousand miles thereafter.

Parts List:

- (1) Driver Side Header Assembly
- (1) Passenger Side Header Assembly
- (2) O2 Plugs
- (2) Collector Gaskets
- (2) Header Gaskets
- (4) Collector Bolts, 10mm X 35mm
- (4) Collector Nuts, 10mm

### 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**®

