

JBA[®] performance exhaust

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Installation Instructions and Warranty Information

6820S, 6821S, 36821S 2006-13 Corvette 7.0L Z06



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

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.

You will be removing the Oil Sump Hoses to install these headers. Chevrolet recommends that you change the O-Rings when you remove the hoses to prevent leaks. You will also need up to 7 quarts of oil.

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 of 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. Remove the two small nuts that attach the exhaust center pipe to the spring loaded hanger near the rear of the car.
4. Loosen the Clamps that hold the mid pipe to the muffler inlet pipes. Remove the nuts and bolts that attach the mid pipe flanges to the catalytic converter flange. Drop the pipes down from the flanges and slide forward to remove the pipe from the muffler inlets. This may require some help or even a dead blow type hammer to free the mid pipe from the muffler inlets.
5. Place a tall jack under the oil pan with a block of wood on the drivers side of the motor. Remove the motor mount top nut and jack the motor up approx 1".
6. Remove the 4 nuts holding the Catalytic converter to the manifold and slip the cat out of the car.
7. Lower the jack and put the nut back on the motor mount and tighten.
8. With a drain pan underneath, remove the oil sump hoses from the oil pan. You will lose up to as much as 7 qts. Remove the bracket that holds the oil sump hoses. to the chassis.
9. Place a tall jack under the oil pan with a block of wood on the passenger side of the motor. Remove the motor mount top nut and jack the motor up approx 1".
10. Remove the 4 nuts holding the Catalytic converter to the manifold and slip the cat out of the car.
11. Lower the jack and put the nut back on the motor mount and tighten.
12. From above, remove the engine covers by tugging them up on their lower edge, and slipping them off the motor. Remove the spark plug wires, and spark plugs.
13. Remove the bolts attaching the manifolds to the heads (6 each side). Then, from below, remove the manifolds from the car.
14. Remove the O2 sensors from the stock pipes and with a dab of Sensor Safe Anti Seize install the forward two into the JBA header. Install the JBA O2 sensor wire extension into the original harness in the car.
15. From below, slip the drivers side header up into position, you should not have to raise the motor again, but it might make it easier. Using the supplied bolts, lock washers and gaskets, Apply a small amount of anti-seize to the threads of the bolts before installing. Torque to 18 lbs/ft.
16. Now install the passenger side header from below, being careful around the oil sump hoses. Using the supplied bolts, lock washers and gaskets, Apply a small amount of anti-seize to the threads of the bolts before installing. Torque to 18 lbs/ft.
17. Re-install the oil sump lines into the motor being careful not to nick the O-Ring. Chevrolet suggests you replace these O-Rings every time they are removed. Reinstall the oil sump hose clamp, making sure the hoses are not touching the headers.
18. Connect the O2 sensors to the JBA extensions and make sure the wires are not touching any part of the exhaust. We suggest you zip tie them securely.
19. Install the rear O2 sensors into the JBA Mid Pipes (or your own custom made pipes) and install the JBA Mid Pipe in the reverse order that you removed the factory ones

20. Re-install the spark plugs, and plug wires, and engine covers.
21. Recheck Everything! Check for adequate clearance everywhere on brake lines, etc.
22. Reconnect the battery cable and install engine covers. Remember to check and top off the oil since some was drained when the sump hoses were removed.
23. 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. You may get a check engine light until you have the ECM programmed with a proper tune.
24. Header bolts will work lose with engine heat cycles so periodically check and retighten the header bolts.

Parts List:

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| (1) Driver's Side Header Assembly | (1) Passenger's Side Header Assembly |
| (12) 8mm - 1.25 x 25mm Header bolts | (2) Header gaskets |
| (2) O2 Harness Extensions | (2) V Band Clamps |
| (2) V Band extensions for Custom Mid Pipes | |

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**®

