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Installation Instructions And Warranty Information

Part # 6830S ~ Small Block Chevrolet 350-400
1988-1998 Chevrolet/GMC 1500, 2500, 3500 2 & 4 WD
1992-1996 Chevrolet/GMC 3500 Crew Cab & Dually 2 WD
1992-1996 Blazer/Jimmy/Suburban/Yukon/Tahoe 2WD
1992-1996 Blazer/Jimmy/Tahoe/Yukon 2 Door 4WD



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.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.

NOTE:

These headers DO NOT accommodate the AIR system if so equipped.
This system will have to be removed from the vehicle to use these headers.

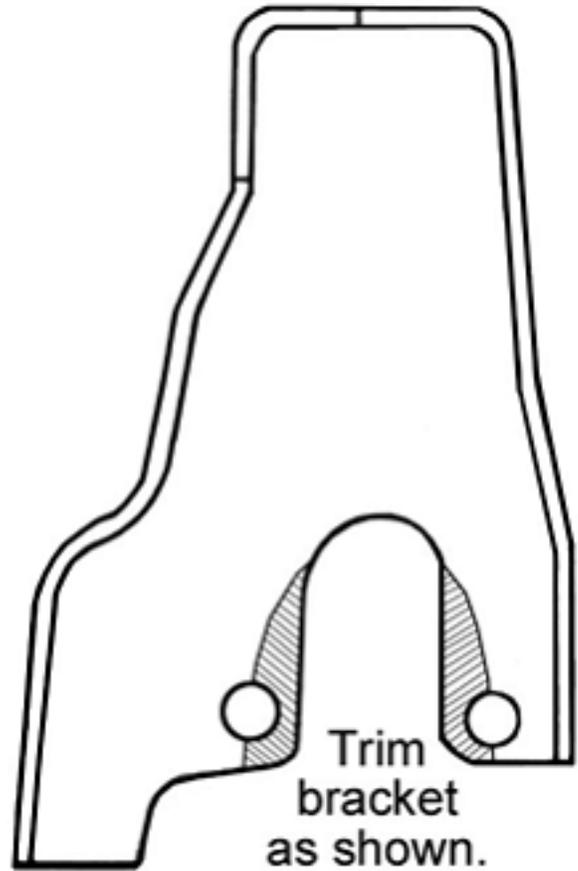
1. Place vehicle in a location where the floor is solid and flat, with adequate lighting. Do not attempt to work on a hot engine. Heat causes metal to expand and makes removal of fasteners difficult at best. Disconnect the negative battery cable from the battery. Raise the front of the vehicle to obtain 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. Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires! Remove the spark plugs and spark plug heat shields.

3. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.
4. Driver side: Un plug and remove the O2 sensor from the manifold.
5. Remove the Air Injection System and diverter valve. These will not be reused with these headers.
6. Remove the bolts attaching the catalytic converters and Y Pipes to the stock manifolds and remove them from the vehicle.
7. Remove the oil dipstick and tube, alternator, power steering pump and all brackets that are mounted to the exhaust manifolds.
8. Remove the six bolts holding the exhaust manifolds to each head, then remove the manifolds.
9. Remove any carbon buildup or left over gasket material from the cylinder heads.
10. Install the O2 sensor in the new JBA header using a small amount of Anti Seize on the threads. Do not get any on the probe as this can cause rough running and damage the sensor.
11. Place a floor jack under the oil pan with a flat piece of wood to prevent damage to the pan. Remove the Passenger side motor mount through bolt and jack the motor up 2-3".
12. From below, slide the header into position. Slip the gasket in place and LOOSELY install 2 bolts to hold the header in place.
13. Lower the motor back into position and reinstall the motor mount bolts and tighten.
14. Replace the dipstick tube using the original exhaust stud and the supplied spacer. Apply anti seize to the threads of the supplied header bolts and torque to 18 ft/lbs on Aluminum heads or 25 ft/lbs on Iron heads.
15. From below slide the driver's side header into position and using the new gasket and two bolts loosely bolt the header in place.
16. Per the illustration, modify the alternator/power steering bracket as shown, then install the bracket using the original exhaust studs and supplied spacer. Apply anti seize to the threads of the supplied header bolts and torque to 18 ft/lbs on Aluminum heads or 25 ft/lbs on Iron heads.
17. Reinstall the Alternator and Power Steering pump. Plug the O2 sensors back in. Longer harnesses are available if needed, check with your JBA dealer. Replace the spark plugs and wires, you will not reuse the spark plug heat shields. Connect the Battery negative cable.
18. Install the header reducers and hardware supplied and then fabricate your exhaust to hook up to the headers.
19. 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.
20. 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
- (2) Collector flange gaskets
- (12) 3/8-16 X 1" header bolts
- (12) 3/8" lock washers
- (6) 3/8-1-1/4" collector bolts
- (6) 3/8 lock washers
- (6) 3/8 nuts
- (2) Collector reducers
- (2) Reducer gaskets
- (2) 3/8 id X 5/8 od X 1 1/4" Long Steel Spacers



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
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