



GP301S-C

CERAMIC HEADER

DODGE RAM 5.2L, 5.9L 2/4WD
DODGE DURANGO 5.2L, 5.9L 2/4WD
DODGE DAKOTA 5.2L, 5.9L 2/4WD
FITS ON 5.9L RT MODELS
AUTOMATIC ONLY

**BOTH SIDE OF THE OUTSIDE TUBES OF THE HEADERS A
DIMPLED FOR BETTER HEADER BOLT CLEARANCE.**

GIBSON HEADERS ARE 50 STATE SMOG LEGAL
Thank you very much for purchasing our Gibson header for your vehicle.

WHEN THESE INSTRUCTIONS ARE FOLLOWED PRECISELY, YOU WILL FIND THE INSTALLATION OF YOUR EXHAUST SYSTEM TO BE RELATIVELY SIMPLE. WE CANNOT OVER EMPHASIZE THE IMPORTANCE OF ADHERING STRICTLY TO THIS PROVEN APPROACH, AS IT WILL VIRTUALLY ELIMINATE ANY DIFFICULTIES, WHICH YOU MIGHT OTHERWISE ENCOUNTER.

NOTE: HAS A DIMPLE ON BOTTOM FOR EASIER ACCESS FOR BOLTS.

NOTE: INSTALLATION OF HEADERS ON VEHICLES WITH CATALYTIC CONVERTERS AND/OR OTHER EMISSION CONTROL EQUIPMENT MUST BE ACCOMPLISHED IN ACCORDANCE WITH ALL GOVERNMENT REGULATIONS PERTAINING TO SUCH EMISSIONS STANDARDS.

DUE TO RESTRICTED ROOM IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY COME CLOSE TO CERTAIN BODY AND CHASSIS COMPONENTS. THIS IS A NORMAL CONDITION FOR AN INSTALLATION OF THIS TYPE.

WARNING: MAKE CERTAIN YOU HAVE ENOUGH CLEARANCE AROUND BRAKE, FUEL, AND ELECTRICAL LINES, ETC. IN SOME CASES, IT MAY BE NECESSARY TO RELOCATE ITEMS WHICH MIGHT BE ADVERSELY AFFECTED BY EXHAUST HEAT

WARNING: INSTALLATION OF ANY TYPE OF "WRAPPING" MATERIAL ONTO THE HEADERS WILL DESTROY THE HEAT DISSIPATION PROPERTIES OF THE TUBING, CAUSING PREMATURE DETERIORATION OF THE METAL AND SUBSEQUENT FAILURE. USE OF ANY "WRAPPING" MATERIAL WILL VOID THE WARRANTY.

SUGGESTED TOOLS

7/16" WRENCHES (VARIOUS LENGTHS)

7/16" SOCKETS (SHALLOW AND DEEP)

1/2 " WRENCH

9/16" SOCKETS (SHALLOW AND DEEP)

3", 6", AND 12" EXTENTIONS FOR SOCKETS

HIGHT TEMP SILICONE (UNTRA COPPER BY PERMATEX)

GOOD RUST PENETRANT

INSTALLATION INSTRUCTIONS

NOTE: Installation of these headers requires an adequate workspace, general mechanic's tools general mechanical "know how". You should carefully read these instructions before attempting to install 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. Disconnect the battery cables from the battery. Raise the front of the vehicle to obtain adequate accesses 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. From underneath the vehicle disconnect the Y-pipe from the exhaust manifold.
4. Begin with the driver's side. Remove the manifold and studs from the head.
5. Using a scraper, remove all carbon deposits and high spots from head surface. At this time apply a high temperature sealer to exhaust pipe flare in order to avoid problems due to lack of space later in the installation.
6. Install header and be sure to tighten all the bolts between 30-35 pounds. For best seal, start with center bolts and work your way out.



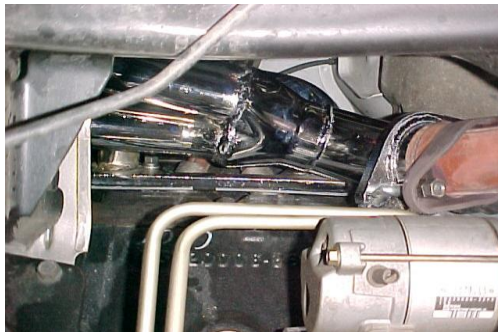
7. For '92-'95 models only begin on the passenger side by removing the EGR tube to the exhaust manifold. Once the bolts have been removed; slightly loosen the tube at the EGR valve (located on the back of the intake manifold) DO NOT REMOVE TUBE.
8. Now on passenger side begin by unbolting the four bolts and

nuts and remove the 2 studs from the head.

9. Using a scraper remove all carbon deposits and from head surface. At this time apply a high temperature sealer to exhaust pipe flare in order to avoid problems due to lack of space later on in the installation.
10. Install passenger side header, loosely so you can attach to the y-pipe.



11. Now re-attach air tube to the header using the hardware provided, for vehicles that are EGR equipped. Then apply High Temperature sealer to the base fitting of the EGR valve and re-tighten the air tube.
12. Reconnect the exhaust y-pipe to the header using the hardware provided. Attach the passenger side first to the y-pipe. Then the driver side and line up. If a problem occurs getting the y-pipe to line up, pry the driver side of the y-pipe over to go onto the header. Be sure to tighten all the bolts between 30-35 pounds.



13. Check to make sure there is adequate clearance on plug wires, battery cables, wire looms, brake lines, etc.
14. Re-connect the battery cables.
15. Recheck everything!
16. 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 MUST RE-TORQUE YOUR HEADER BOLTS APPROX. 100 MILES AFTER INSTALLATION. IF NOT DONE THE HEAD GASKET WILL LEAK AND IS NOT COVERED UNDER WARRANTY.

NOTE: IT IS NOT UNUSUAL WHEN INSTALLING HEADERS TO GET A BURNING SMELL. THIS IS NORMAL AND IT WILL GO AWAY!

PART LIST:

- (1) Drivers Side Header Assembly
- (1) Passenger's side Header Assembly
- (12) 5/16" X 1" header bolts & lock washers
- (2) Header Gaskets (Header to Head flange)
- (4) Collector Bolts, Nuts & Washers

IT IS CRITICAL THAT ALL BOLTS BE RE-TIGHTENED HOT AFTER ABOUT 20 MINUTES OF OPERATION TO PREVENT GASKET FAILURE.

NOTE: HEADERS ARE NOT MEANT TO SERVE AS "EXHAUST SYSTEM SUPPORT HANGERS". ADDITIONAL HANGERS MAY NEED TO BE ADDED AT THE TIME OF THE INSTALLATION OF THE HEADERS SO THAT THE EXHAUST SYSTEM SUPPORTS ITSELF WHEN THE COLLECTOR BOLTS ARE REMOVED. HEADERS THAT HAVE "SAGGED" DUE TO THE LACK OF SUFFICIENT EXHAUST SYSTEM SUPPORT WILL NOT BE REPLACED UNDER WARRANTY.

NOTE: HEADER BOLTS SHOULD BE INSPECTED FOR TIGHTNESS FROM TIME TO TIME TO ENSURE OPTIMUM GASKET LIFE. THE BOLTS WILL STRETCH SOME AT FIRST DUE TO THE EXHAUST HEAT; SO, THEY'LL LOOSEN WITHOUT TURNING UNTIL THEY "TAKE A SET". (BOLTS HARD ENOUGH NOT TO STRETCH WOULD BREAK!) WE'VE EXPERIMENTED WITH THE VARIOUS "LOCKING DEVICES" ON THE MARKET, WHICH PREVENT BOLTS FROM TURNING. THEY DON'T WORK ON HEADER BOLTS, AND THEY GREATLY COMPLICATE THE PROCESS OF RE-TIGHTENING THE BOLTS WHEN IT'S NECESSARY.

WHAT DOES WORK IS THIS:

GO OVER THE BOLTS AGAIN AFTER THE FIRST DAY OF DRIVING (OR ABOUT 100 MILES-WHICHEVER COMES FIRST) THEN AFTER THE FIRST WEEK, AFTER THE FIRST MONTH, AND THEN EVERY 6 MONTHS. OUR EXCLUSIVE GASKETS ARE SPECIALLY MADE SO THAT THE CYLINDER HEAD SHOULD BEGIN TO MELT BEFORE THE GASKETS CAN BURN UP. ABOUT THE ONLY WAY TO KILL THE GASKETS IS TO LET THE HEADERS GET LOOSE AND THEN KEEP DRIVING WITH A LEAK.

DUE TO VARYING CONDITIONS BETWEEN GEOGRAPHICAL LOCATIONS AND USAGE, WE STRONGLY RECOMMEND HAVING THE ENGINE RE-TUNE AT A REPUTABLE TUNE-UP SHOP AFTER THE INSTALLATION OF THE HEADERS. DOING SO WILL ENSURE THAT YOU GET THE MAXIMUM BENEFIT FROM THE INSTALLATION OF THE HEADERS.

GIBSON PERFORMANCE STRIVES TO DELIVER THE HIGHEST QUALITY MATERIALS, WORKMANSHIP, AND SERVICE. PLEASE DO NOT HESITATE TO CALL OUR TECHNICAL LINE IF YOU HAVE A QUESTION OR EXPERIENCE A PROBLEM.

WE TRULY WISH TO HAVE ONLY SATISFIED CUSTOMERS