



Installation Instructions
and Warranty Information

Chevrolet Camaro/Pontiac Firebird 5.7 LS1

1807S 1998-99

1808S 2000

1808S-1 2001-02



This Product has been granted a California Air Resources Board (CARB) "E.O" (Executive Order) Exemption, or is considered a Direct Replacement or Consolidated Replacement part. It is 50 State Legal when installed on the appropriate vehicle per the Manufacturer Application guide and Installation Instructions.

Read all instructions carefully before attempting installation.

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 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. Apply penetrating oil on all accessible fasteners and fittings before attempting to remove them.

3. From the underneath the car, unhook the O2 sensors and unbolt and remove the factory Y-Pipe Catalytic con-

verter assembly.

NOTE: The O2 sensors have a permanently attached wire. DO NOT try and remove the wire from the sensor. These are fairly delicate sensors, use extreme care not to drop or bump them as permanent damage could occur. When Re installing DO NOT get anti seize on the probe of the sensor as this could cause premature failure.

4. Remove the spark plug wires (do not pull on plug wires, twist the plug boot) and spark plugs.

DRIVER'S SIDE

5. Carefully unplug and remove the O2 sensor from the manifold, set aside so it doesn't become damaged. Disconnect A. I. R. tube from driver's side factory manifold. Unbolt the manifold and remove it.

6. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent or scraper will ease the removal of any gasket material. Use care not to get debris into ports or spark plug holes.

7. Apply a small amount of anti-seize to the threads of the supplied header bolts. Install the driver's side header using the supplied bolts and gasket. Torque to 18 ft/lbs on Aluminum heads or 25 ft/lbs on Iron heads. Re-install the A. I. R. tube using the supplied gaskets and 1/4" bolts. Apply a very light coating of anti seize to the O2 sensor and install the O2 sensor into the header. Hook-up O2 sensor wire.

PASSENGER SIDE

8. Carefully unplug and remove the O2 sensor from the manifold, set aside so it doesn't become damaged. Disconnect A. I. R. tube from driver's side factory manifold. On 98-2000 models unbolt the EGR tube from the manifold. Remove the dipstick tube. Unbolt the manifold and remove from underneath car.

9. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent or scraper will ease the removal of any gasket material. Use care not to get debris into ports or spark plug holes.

10. Apply a small amount of anti-seize to the threads of the supplied header bolts. Install the driver's side header using the supplied bolts and gasket. Torque the header bolts to 18 ft/lbs on Aluminum heads or 25 ft/lbs on Iron heads. Re-install the A. I. R. tube using the supplied gaskets and 1/4" bolts. On 98-2000 models re install the EGR tube using the supplied gasket. Reinstall dipstick tube. Apply a very light coating of anti seize to the O2 sensor and install the O2 sensor into the header. Hook-up O2 sensor wire.

11. Install the factory Y-pipe/converter using the supplied fasteners and gaskets. Reinstall the O2 Sensors in the Y pipe.

12. Check to make sure that all the wiring, fuel lines, transmission cooler lines, brake lines, hoses, etc. are clear of the headers or any exhaust components and reroute or relocate those components as necessary.

13. Reconnect the battery cable.

14. 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.

15. Periodically check and retighten the header bolts.

Parts List:

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|--------------------------------------|-------------------------------------|
| (1) Driver's Side Header Assembly | (6) 3/8" Lock Washers |
| (1) Passenger's Side Header Assembly | (4) 1/4-20 x1-1/2 "bolt |
| (12) 8mm -1.25 x 25mm Header Bolts | (4) 1/4-20 Nuts |
| (2) Header gaskets | (4) 1/4" Lock Washer |
| (2) Collector gaskets | (2) Air tube gaskets |
| (6) 3/8-16 Collector bolts | (1) EGR gasket (1807S & 1808S only) |
| (6) 3/8-16 Nuts | (1) CARB EO Sticker |

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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