



Installation Instructions and Warranty Information

Part No.	Application
6811S	2008-09 Pontiac G8 6.0L
6812S	2010-14 Chevrolet Camaro 6.2L
36813S/6813S	2010-14 Chevrolet Camaro 6.2L



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.

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 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, remove nuts attaching the manifolds to the exhaust pipe.
4. Remove bolt attaching steering shaft to steering rack. Slip shaft off of rack.
5. From above, remove oil fill cap. Remove engine cover by tugging upwards gently on the lower corners. Remove the bolt attaching the oil dipstick to head. The dipstick will swing out of the way. (On 6812S & 6813S remove dipstick)
6. Carefully remove spark plug wires. Twist boot prior to tugging on them. Do not pull directly on the wire. Remove spark plugs.
7. Remove bolts attaching manifolds to head. Remove manifolds.
8. Unbolt Catalytic Converter assemblies from the exhaust pipes. Unplug and remove oxygen sensors.
9. Clean gasket surface, be careful not to gouge the head.
10. On the G8 attach the included O2 extender to driver's side wire harness. Two O2 extender's on Camaro applications.
11. Install headers using gaskets and supplied hardware. Apply anti seize to the threads and torque header bolts to 18 ft/lbs on Aluminum heads or 25 ft/lbs on Iron heads.
12. Re-install spark plugs, O2 Sensors, and plug wires. Re-attach/install dip stick.
13. Check to ensure there is adequate clearance on all fuel lines, brake lines, battery cables, wire harnesses, etc.
14. Re-check everything!
15. The G8 headers are intended to work with the supplied V-band clamps and reducers. The Camaro can be installed using the supplied V-Band Clamps and reducers or one of our high flow mid pipes; 6812SD, 6812SDC, 6813SD, 6813SDC, 36812SD or 36812SDC.
16. Start engine, check for leaks and test drive. Then let engine cool and re-torque header bolts.
17. Periodically check and retighten header bolts.

Parts List:

- (1) Driver 's Side Header Assembly
- (1) Passenger 's Side Header Assembly
- (2) Head flange gaskets
- (12) 8mm-1.25 x 25mm Header bolts w/lock washers
- (1) O2 Extender (G8)
- (2) O2 Extender (Camaro)
- (1) W0812 ignition wire
- (2) V-Band reducers
- (2) V-Band Clamps

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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