



Installation Instructions

36823S 2014-17 Corvette 7.0L Z06



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This Product is **ILLEGAL** for Street or Off Highway use and is only intended for Closed Course Competition use, Except for 1965 and older US Manufactured, California Certified vehicles; 1967 and older US Manufactured, Federal Certified vehicles, or 1967 and older Foreign Manufactured vehicles , which may have this product installed as long as the vehicle still meets emissions standards for the year of the vehicle and retains any original or retrofit emissions control devices, including EGR, A.I.R and any NOx device required for the year of the vehicle.

 WARNING:

This product can expose you to chemicals including Lead, Nickel, Cadmium and Chromium which are known to the State of California to cause cancer and birth defects or other reproductive harm.

Read all instructions carefully before attempting installation.

REV.2 3-12-19 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.

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 bolts and jack the motor up approx 1". Remove the motor mount and the motor mount stand.

6. Remove the Lower Steering Shaft bolt at the rack, slide the joint off the rack and swing the shaft out of the way.
7. Remove the alternator bolts and carefully lay the alternator on top of the engine.
8. Remove the coil covers, the coil packs (driver's side only), spark plug wires and spark plugs (both sides). Remove the 2 bolts attaching the Air Injection to the manifold.
9. Unbolt the exhaust manifold and remove the manifold from the car.
10. Remove two bolts from the sensor just above the oil filter, be careful not to damage the gasket or O-Ring as you will reuse them. Remove the oil filter.
11. Install header from above - It will take some twisting and turning to slip it into place. Patience will be required at this point. Leave the header loose in the car so you can easily reinstall the motor mount and lower the motor back in place. Slip the V-Band Clamp over the collector and the O2 sensor before bolting the header to the motor. Bolt the header to the motor using the supplied gasket, header bolts (use anti seize on threads), and washers.
12. Reinstall the sender and the oil filter.
13. Place the jack under the Passenger side of the oil pan using a block of wood to spread the load, remove the Lower Motor mount nut and raise engine about 1".
14. Remove the dipstick tube retaining bolt and remove the dipstick tube. Remove the air injection bolts.
15. Remove the starter wiring and bolts (2) and remove the starter.
15. Remove the exhaust manifold bolts and remove the manifold.
16. Install the JBA header from the top, leaving it loose at this time. Reinstall the starter and wiring with the header loose. Slip the V-Band Clamp over the collector and the O2 sensor before bolting the header to the motor. Bolt the header to the motor using the supplied gasket, header bolts (use anti seize on threads), and washers.
17. Install the Dipstick tube and Lower the motor and reinstall motor mount.
18. Bolt the Air Injection tubes to the headers - take note that some of the OEM bolts are too long to fully tighten the tube to the header, if that is the case either shorten the bolts or put washers under the head so that the tube can properly tighten and not leak.
18. Reinstall the Spark Plugs, Coil Packs, Spark Plug Wires, Coil Covers etc. that were previously removed.
19. If you are using the JBA Midpipe, install it at this time.
20. If you are retaining the OEM Mid Pipe, Install the JBA mid pipes connectors to the headers with the V-Band clamps, but leave loose at this time. The stock mid pipe will need to be cut about 1/4-1/2" before the weld where the JBA pipes meet the stock exhaust.
21. Make sure that everything is straight and mufflers are centered and then weld the section in place.
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 loose 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 |
| (10) 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 | |

