



GP112 CHROME HEADER

**HAS EGR FITTING
CK PICKUP 4.3L 2WD TRUCK
OLD BODY STYLE
AIR INJECTION
FULL SIZE ONLY**

GIBSON HEADERS ARE 50 STATE SMOG LEGAL

*Thank you very much for purchasing our Gibson headers for your vehicle.
If you need further assistance, please do not hesitate to call our
Technical Department at (800) 528-3044 Monday through Friday
8:00 a.m. to 5:00 p.m. PST.*

1270 WEBB CIRCLE CORONA, CA 92879

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.

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. 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" WILL VOID THE WARRANTY

LEGAL STATUS: 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. THESE HEADERS ARE SMOG LEGAL.

E.O. STICKER INFORMATION

PLACE THE STICKER IN AN AREA THAT IS PROTECTED FROM HIGH WEAR OR FREQUENT EXPOSURE TO DIRT, WATER, ETC. MAKE SURE THE AREA IS CLEAN BEFORE APPLYING. E.O. ARE USUALLY UPDATED ANNUALLY, YOUR E.O. STICKER DOES NOT NEED TO BE REPLACED TO REFLECT CHANGES THAT ARE MADE. SMOG INSPECTION STATIONS ARE UPDATED REGULARLY.

SUGGESTED TOOLS

7/16" WRENCH (VARIOUS LENGTHS)
7/16" SOCKETS (ONE SHALLOW/ONE DEEP)
1/2" WRENCH (VARIOUS LENGTHS)
9/16" COMBINATION WRENCH
9/16" SOCKETS (ONE SHALLOW/ONE DEEP)
5/8" THIN WALL SPARK PLUG SOCKET
7/8" COMBINATION WRENCH
13MM SOCKET (ONE SHALLOW/ONE DEEP)
15MM SOCKET (ONE SHALLOW/ONE DEEP)
15MM 9/16" COMBINATION WRENCH
3", 6" AND 12" EXTENTIONS FOR SOCKETS
HIGH TEMP SILICONE SEALER (RATED 600 DEGREES OR MORE)
GOOD RUST PENETRANT
JACK STAND, FLOOR JACK
LUG NUT WRENCH

PARTS LIST

QUANTITY DESCRIPTION

1	DRIVER SIDE HEADER ASSEMBLY W/EGR/AIR
2	PASSENGER SIDE HEADER ASSEMBLY W/EGR/AIR
2	AIR FLANGE GASKET
2	HEAD FLANGE GASKET
4	7MM 90% SPARK PLUG BOOT
12	3/8x16x1" HEADER BOLT
12	3/8 STAR WASHER
6	1/4x20x1 1/4" BOLT
6	1/4" LOCK WASHER
6	1/4" NUTS
6	ZIP TIES
6	6x2" HEAT WRAP
6	3/8x16x2" BOLT
6	3/8x3/4" FLAT WASHER
6	LOCK WASHER
6	3/8 NUT

6. Using the supplied fasteners, bolt the Header to the bottom flange but do not tighten at this time. The nuts are jam nuts. Therefore they will not spin freely. This is normal. Torque headers to 30-35 ft/lbs after both headers are installed.



7. On spark plug wires # 1, #3, #5 and #6 you will need to cut the straight boots off making sure you do not cut the spark plug wire. Use a razor blade or sharp knife. Be careful not to cut wire or yourself. Then spray some sort of lubricant on the wire where you removed the stock boots and then install the 90 degree boots on spark plug wires # 1, #3, #5 and #6. Now you can re-install the spark plug wires. Also install the supplied heat-wrap on spark plug wires that are close to header tubes. Zip tie some of the wires to keep from laying on the header.



8. The Passenger Side: Unbolt the manifold from the exhaust system from under the vehicle as on the driver's side. Disconnect the spark plug wires from the spark plugs. Unbolt the spark plug looms and put them up out of the way. Also remove the spark plugs for easier removal of the manifold and installation of the headers. The dip stick tube is bolted to the head via the forward spark plug wire loom bolt. With the bolt removed the dip stick tube can be removed by wiggling the tube while pulling upward. (The bottom of the tube is pressed into a hole in the engine.) Unbolt the manifold from the head and remove. As with the driver's side, clean the head flange and lower flange where the header will attach to the exhaust system. Remember to remove the doughnut-shaped gasket. As with the driver's side, apply silicone to the dome flange and bolt the header to the head and exhaust system. Re-install the dip stick. Re-install the spark plugs and install #6 spark plug wire. Make sure the spark plug wires have clearance. Install spark plug wires. Install the supplied heat-wrap over spark plug wires that are closest to the tubes. Use supplied zip ties instead of spark plug wire bracket to strap away from header tubes.



9. RE-CHECK EVERYTHING!!

10. 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.

11. Periodically check and retighten the header bolts

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

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 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 "WORKS":

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 these 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 so not hesitate to call our technical line if you have a question or experience a problem.

WE TRULY WISH TO HAVE ONLY SATISFIED CUSTOMERS!