



GP115S STAINLESS HEADER

NEW BODY STYLE

**HAS NO AIR INJECTION, WITH EGR FITTING
HAS ONE FLAT FLANGE AND ONE BALL SEAT
FLANGE**

FOR CHEVROLET/GMC

SILVERADO/SIERRA 4.8L-5.3L 2/4WD

SILVERADO/ SIERRA 6.0L 2/4WD

SUBURBAN/TAHOE/YUKON/DENALI 4.8L-5.3L 2/4WD

GIBSON HEADERS ARE 50 STATE SMOG LEGAL

*Thank you very much for purchasing our Gibson header
for your vehicle.*

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

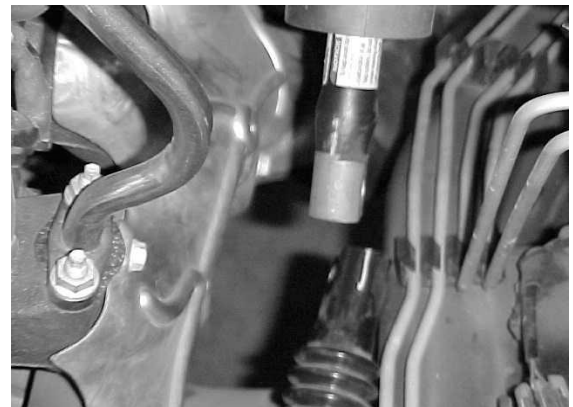
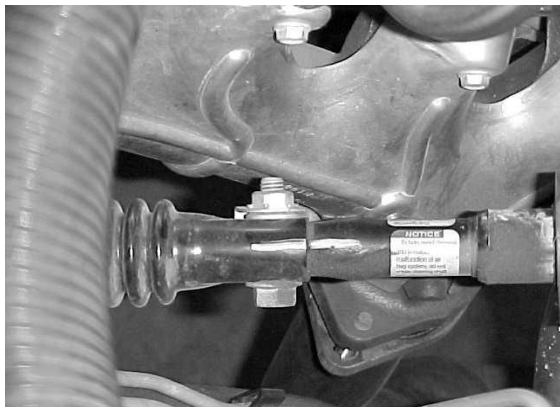
PLACE THE STICKER IN AN AREA THAT IS PROTECTED FROM HIGH WEAR OR FREQUENT EXPOSURE TO DIRT, WATER, ETC. MAKE SURE THE AREA IS CLEAN BEFORE APPLYING. E.O. ARE USUALLY UPDATED ANNUALLY, YOUR E.O. STICKER DOES NOT NEED TO BE REPLACED TO REFLECT CHANGES THAT ARE MADE. SMOG INSPECTION STATIONS ARE UPDATED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

INSTALLATION INSTRUCTIONS

INSTALLATION OF THESE HEADERS REQUIRES AN ADEQUATE WORKSPACE, GENERAL MECHANIC'S TOOLS, GENERAL MECHANIC'S KNOWLEDGE, AND A REASONABLE DEGREE OF EXPERIENCE. MOST AUTO-ENTHUSIASTS WITH THESE RESOURCES WILL HAVE LITTLE DIFFICULTY INSTALLING THESE HEADERS. HOWEVER, YOU SHOULD CAREFULLY READ THE INSTRUCTIONS BEFORE ATTEMPTING TO INSTALL THESE HEADERS. IF IN DOUBT, CONSULT A PROFESSIONAL MECHANIC.

1) PLACE VEHICLE IN A LOCATION WHERE THE FLOOR IS SOLID, FLAT, AND HAS ADEQUATE LIGHTING. **DO NOT WORK WITH A HOT ENGINE!!!** HEAT CAUSES METAL TO EXPAND AND MAKES REMOVAL OF FASTENERS DIFFICULT. DISCONNECT THE NEGATIVE BATTERY CABLE. RAISE THE FRONT OF THE VEHICLE TO OBTAIN ADEQUATE ACCESS TO THE BOTTOM OF THE MANIFOLD FLANGES. USE LARGE BASE JACKSTANDS TO SUPPORT THE VEHICLE. DO NOT RELY ON THE JACK!! BLOCK THE TIRES TO PREVENT THE VEHICLE FROM ROLLING OFF THE JACKSTANDS.

2) FIRST, DISCONNECT THE SPARK PLUG WIRES BY GRASPING AND GENTLY TWISTING THE SPARK PLUG BOOT. DO NOT PULL ON THE PLUG WIRES. SPRAY WD-40 OR SOME TYPE OF PENETRATING OIL ON ALL ACCESSIBLE FASTENERS BEFORE ATTEMPTING TO REMOVE THEM.



3) **MARK ALIGNMENT OF THE SHAFT BEFORE REMOVING,** THEN REMOVE THE BOLT FROM THE STEERING SHAFT. SLIP STEERING SHAFT APART. NOW UNBOLT THE MANIFOLDS FROM THE STOCK EXHAUST SYSTEM.

4) REMOVE THE SIX BOLTS HOLDING THE EXHAUST MANIFOLD TO THE HEAD, THEN REMOVE THE MANIFOLD. WITH THE MANIFOLD OUT OF THE WAY, CLEAN ANY CARBON DEPOSITS ON THE HEAD WITH A WIRE BRUSH. PREPARE THE SUPPLIED HEADER BOLTS WITH A SMALL AMOUNT OF ANTI-SEIZE TO THE THREADS.

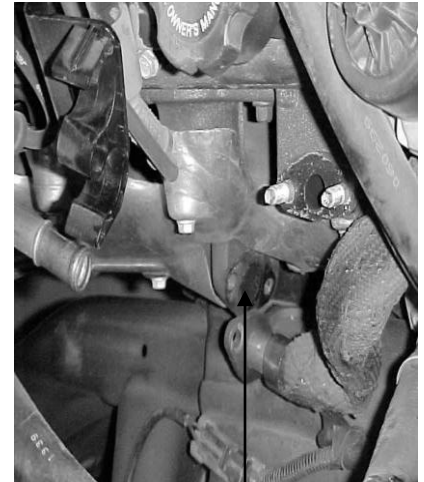
5) INSTALL THE NEW HEADER USING THE SUPPLIED HEAD GASKETS, BOLTS, AND LOCK WASHERS. WE SUGGEST USING ULTRA COPPER GASKET SEALER ON BOTH OF THE HEAD GASKETS. TIGHTEN THE GIBSON HEADERS FROM THE MIDDLE BOLTS TO OUTSIDE BOLTS.

6) RE-INSTALL THE SPARK PLUG WIRES, RECONNECT THE STEERING SHAFT ON THE ALIGNMENT MARK, AND INSTALL THE AIR TUBE USING THE SUPPLIED GASKETS.



7) ON THE PASSENGER SIDE REMOVE SPARK PLUG WIRES AND SPARK PLUGS AND SET ASIDE. DISCONNECT THE EGR TUBE FROM THE MANIFOLD, REMOVE THE BOLT ATTACHING THE DIPSTICK TUBE BRACKET TO THE HEAD. THEN REMOVE THE DIPSTICK.

8) REMOVE THE SIX BOLTS ATTACHING THE MANIFOLD TO THE HEAD. REMOVE THE MANIFOLD. CLEAN THE SURFACE OF THE HEAD. REMOVE ANY CARBON DEPOSITS THAT MAY BE ON THE HEAD. PREPARE THE SUPPLIED HEADER BOLTS WITH ANTI-SEIZE TO THE THREADS.



EGR TUBE FITTING

9) INSTALL THE NEW HEADER USING THE SUPPLIED HEAD GASKETS AND BOLTS. RECONNECT THE EGR TUBE WITH SUPPLIED GASKETS AND HARDWARE. WE SUGGEST USING ULTRA COPPER GASKET SEALER ON BOTH OF THE HEAD GASKETS. TIGHTEN THE GIBSON HEADERS FROM THE MIDDLE BOLTS TO OUTSIDE BOLTS.

9A) WE HAVE FOUND ON SOME VEHICLES THAT THE A/C HEAT SHIELD COMES IN CONTACT WITH OUR HEADER. A THICK WASHER MAY NEED TO BE ADDED BEHIND THE HEAT SHIELD ON THE LOWER PASSENGER SIDE BOLT THAT ATTACHES THE SHIELD.



10) REINSTALL THE DIPSTICK TUBE, THE SPARK PLUGS AND WIRES. USING THE SUPPLIED FASTENERS, RECONNECT THE HEADERS TO THE STOCK EXHAUST UNDERNEATH THE VEHICLE.

11) FINALLY, MAKE SURE ALL BOLTS ARE TIGHT AND EVERYTHING IS RE-CONNECTED. START THE ENGINE AND LET IT WARM UP. CHECK FOR LEAKS. TURN ENGINE OFF AND MAKE SURE ALL BOLTS ARE TIGHT.

**RE-TORQUE HEADERS AFTER 100-200 MILES
PERIODICALLY CHECK AND RE-TIGHTEN THE HEADER BOLTS. IF YOU DON'T RE-TORQUE YOUR
HEADER BOLTS YOU COULD DEVELOP A LEAK AT THE HEAD GASKET.
THIS IS NOT COVERED UNDER WARRANTY.**

PARTS LIST

- | | | | | | |
|------|----|--|------|---|---------------------|
| (1) | 1 | PASS SIDE HEADER ASSEMBLY | (11) | 2 | 1/4" NUTS |
| (2) | 1 | DRIVER SIDE HEADER ASSEMBLY | (12) | 2 | HEAD FLANGE GASKETS |
| (3) | 12 | 8MM HEADER BOLTS | (13) | 1 | EGR GASKET |
| (4) | 12 | 8MM LOCK WASHERS | | | |
| (5) | 3 | 3/8" - 1 1/2" PASSENGER SIDE COLLECTOR BOLTS | | | |
| (6) | 3 | 3/8" - 2" DRIVER SIDE COLLECTOR BOLTS | | | |
| (7) | 6 | 3/8" LOCKWASHERS | | | |
| (8) | 6 | 3/8" NUTS | | | |
| (9) | 2 | 1/4" 1" BOLTS | | | |
| (10) | 2 | 1/4" LOCKWASHERS | | | |

TOOLS SUGGESTED

12MM BOX END WRENCH AND/OR 12MM DEEP SOCKET

7/16" SOCKETS (ONE SHALLOW/ONE DEEP)

13MM SOCKET

15MM SOCKET

9/16" COMBINATION WRENCHES

9/16" LINE WRENCH

5/8" THIN WALL SPARK PLUG SOCKET

HIGH TEMP SILICONE SEALER (RATED 600 DEGREES OR MORE)

JACK STAND

COSMETIC TIP: Skin oils from your hands and engine compartment grime causes ugly "yellow" spots to appear on the chrome as it "blues" from the exposure to exhaust heat.

CAUTION! Gloves or other protection should be worn to protect installer from burns due to hot exhaust components during these final steps!

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