



PERFORMANCE EXHAUST SYSTEMS

GP311S-C CERAMIC HEADER

**DODGE RAM 5.7L 1500 TRUCK 2/4WD
DODGE RAM 5.7L 2500 TRUCK 2WD**

GIBSON HEADERS ARE 50 STATE SMOG LEGAL

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

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

12MM, 13MM SOCKETS (SHALLOW AND DEEP)

10MM, 12MM, 13MM, 9/16 WRENCHES (VARIOUS LENGTHS)

5/8", 9/16 SOCKETS (SHALLOW AND DEEP)

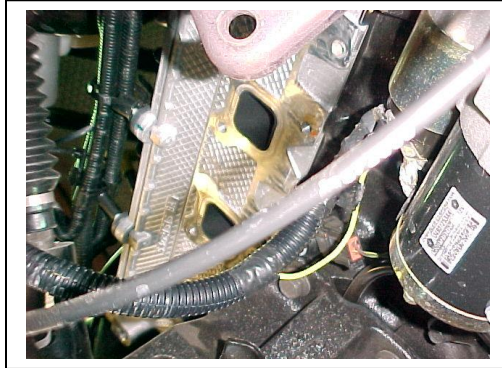
3", 6", AND 12" EXTENTIONS FOR SOCKETS

JACK STANDS

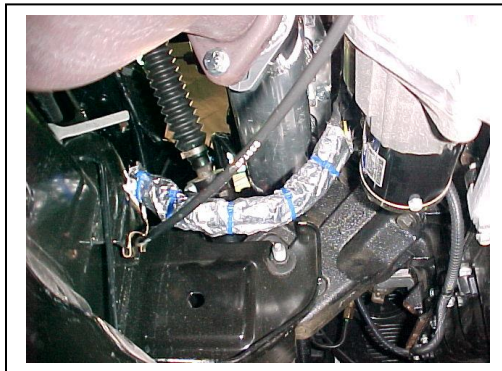
GOOD RUST PENETRANT

CERAMIC COATED LOG HEADER

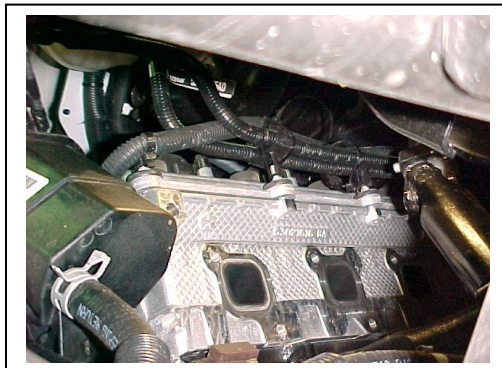
1. STARTING WITH THE REMOVAL OF THE STOCK MANIFOLDS, REMOVE POSITIVE BATTERY CABLE IN THE ENGINE COMPARTMENT. NOW STARTING WITH THE DRIVERSIDE & PASSENGER SIDE DISCONNECT Y-PIPE ASSEMBLY FROM MANIFOLDS. ONCE THE Y-PIPE ASSEMBLY IS REMOVED THEN YOU CAN REMOVE THE STARTER AND LAY IT OUT OF THE WAY FOR REMOVAL OF MANIFOLD AND INSTALLATION OF LOG HEADER. NOW REMOVE SHOCK SHIELD AND MANIFOLD, MAKE SURE TO CLEAN ALL DEBRIS FROM CYLINDER HEAD.



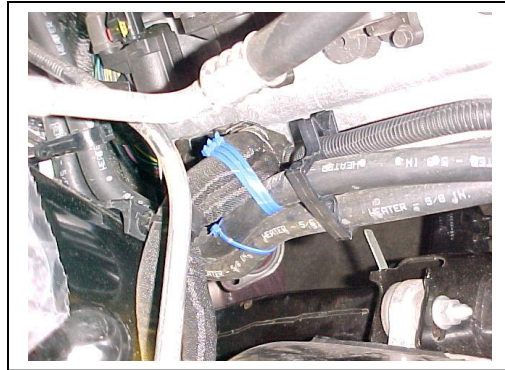
2. NOW ON DRIVERSIDE INSTALL GIBSON LOG HEADER AND SUPPLIED GASKET, HARDWARE TORQUEING TO 30 TO 35 FTLBS. AFTER LOG HEADER IS INSTALLED NOW INSTALL STARTER BACK INTO TRANSMISSION. NOW USING SUPPLIED HEADER-WRAP AND Z-TIES WRAP STARTER WIRES TO PROTECT THEM FROM ENGINE HEAT, AS SHOWN IN PICTURE!



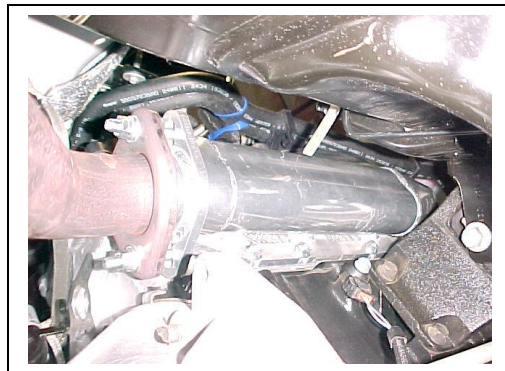
3. NOW STARTING ON PASSENGER SIDE, REMOVE HEAT SHIELD AND MANIFOLD FOR INSTALLATION OF GIBSON LOG HEADER. CLEAN HEAD SURFACE OF ANY DEBRIS BEFORE INSTALLATION.



4. NOW NOTICE ON THE PASSENGER SIDE THAT YOUR TWO HEATER HOSES ARE CLOSE TO THE MANIFOLD. USE SUPPLIED Z-TIES TO TIE HEATER HOSES OUT OF THE WAY FROM THE LOG HEADER TO HELP PREVENT HEAT DAMAGE TO HOSES.



5. NOW INSTALL PASSENGER SIDE HEADER WITH SUPPLIED GASKET AND HARDWARE TORQUEING HEADER BOLTS TO 30 TO 35 FTLBS. NOW INSTALL Y-PIPE ASSEMBLY USING SUPPLIED HARDWARE. AFTER Y-PIPE IS INSTALLED DOUBLE CHECK ALL FASTNERS TO BE TIGHT. MAKE SURE YOU HAVE PROPER CLEARANCE FROM HOSES, WIRES; ALSO MAKING SURE HEAT WRAP IS SECURE!



6. NOW CONNECT BATTERY CABLE BACK-UP AND CHECK FOR LEAKS. AFTER WARM UP LET ENGINE COOL DOWN AND TORQUE HEADERS ONE MORE TIME TO PREVENT LEAKS. THEN AFTER 200 TO 300 MILES RE-TORQUE HEADERS AGAIN. THEN WE RECOMMEND DOING THIS AT EVERY OIL CHANGE. THIS WILL ENSURE GIBSON HEADERS TO LAST TO THEIR FULLEST POTENTIAL.

PARTS LIST

<u>QTY.</u>	<u>PART#</u>	<u>DESCRIPTION</u>
1	HE-311SP-C	PASSENGER SIDE HEADER
1	HE-311SD-C	DRIVER SIDE HEADER
1	9691	PASSENGER SIDE HEAD GASKET
1	9690	DRIVER SIDE HEAD GASKET
1	14034	4" X 10" HEAT WRAP
1	BO-1029	BOLT KIT FOR HEADER
6	ZIP	ZIP TIES

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.

WE TRULY WISH TO HAVE ONLY SATISFIED CUSTOMERS!