



GP201 CHROME HEADER

**HAS NO AIR INJECTION
FORD BRONCO 5.8L 2/4WD
FORD TRUCKS 5.8L 2/4WD**

WILL NOT FIT IF AIR IS INTO EACH PORT

GIBSON HEADERS ARE 50 STATE SMOG LEGAL

*Thank you very much for purchasing our Gibson header
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.

NOTE: 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.

WARNING: 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" MATERIAL WILL VOID THE WARRANTY.

SUGGESTED TOOLS

7/16" WRENCHES (VARIOUS LENGTHS)

7/16" SOCKETS (SHALLOW AND DEEP)

1/2" WRENCHES (VARIOUS LENGTHS)

9/16" SOCKETS (SHALLOW AND DEEP)

5/8" SPARK PLUG SOCKET

7/8" OPEN END WRENCH

15MM DEEP SOCKET

15MM BOX END WRENCH

31MM OPEN END WRENCH (A LINE WRENCH)

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

SCREWDRIVERS AND/OR NUT DRIVERS (FOR HOSE CLAMPS)

SAWZALL (HAND -HELD POWER HACK SAW)

LUG NUT WRENCH

HIGH TEMP SILICONE (ULTRA COPPER BY PERMATEX)

GOOD RUST PENETRANT

Installation Instructions

NOTE: Installation of these headers requires an adequate work space, general mechanic's tools, general mechanical "know-how" and a reasonable degree of experience. Most auto enthusiasts with these resources will have little difficulty installing these headers. However, you should carefully read these instructions before attempting to install these headers. If in doubt, consult a professional mechanic. (Better to do it now than to get stuck half-way through the installation.)

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. Remove the spark plug wire looms from the cylinder heads. Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires! Brush or blow any debris which may have collected around the manifolds or spark plugs. This will help prevent foreign matter from entering the combustion chamber when the manifolds are removed. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.

3. Unbolt the Y-Pipe assembly from the collector flanges of the factory headers. (The Y-Pipe connects the headers to the catalytic converters.) The Y-Pipe does not need to be removed.

4. Remove the dip stick. Unbolt the dip stick tube bracket from the engine. Carefully slide the dip stick tube upward to remove. Unbolt the Driver's side exhaust manifold and remove. Using a small wire brush or similar instrument, clean any carbon deposits left on the head. Clean excess carbon deposits from the Y-Pipe mating flange.

5. Modification of the Dip Stick Tube Bracket is required. The dip stick bracket should be straightened since its fastening point is now closer to the head. Some clearance of the dip stick tube may also be required. If so, use a small angle grinder, bench grinder, or file, to remove material from the dip-stick tube bracket to clear the new header tube. Plug or tape the ends to make sure that metal shavings do not get into the dip stick tube! Clean all grease/oil from the outside of the dip stick tube. When ready to re-install the dip stick tube, apply a small amount of silicone sealant to the outside of the dip stick tube where it slip-fits into the engine.

6. Apply anti-seize to the header bolts. (Small head 3/8" x 1" bolts & lock-washers included.) Apply a thin coat of high temp sealant to both sides of the header gasket (Gasket Included). Permatex Ultra-Copper High -Temp Sealant is recommended. **DO NOT use a sealant that is not designed to be used with O2 sensors.** (Note that if excessive sealant is applied, clumps may fall into the exhaust system and clog the Catalytic Converter.) Apply a thin coating of sealant to the collector dome. Bolt the header to the head. Do not forget to re-install the dip stick tube! Make sure that the dipstick tube is not too close to the header tubes. Torque to factory specifications.

Don't forget the lock washers.

7. Unbolt the passenger side manifold from the Y-Pipe. **(On GP201 models:** remove the EGR fitting from the front on the exhaust manifold.) Unbolt the EFI plenum support. Unbolt the manifold from the head and remove. The header should be temporarily installed with a couple of bolts (no gasket) to facilitate the test fitting of the surrounding components as discussed below. Note that the bottom portion of the plenum support bracket will have to be ground to clear the new larger header tubes. (The modification is similar to the dip stick tube bracket modification.) The bottom end of the plenum support must also be bent slightly since it is now attached at a point closer to the engine. (See Diagram.)

8. The tube running past the headers is the catalytic converter's **secondary air injection tube**. On trucks using the GP201 model header the tube has one bracket which bolts to the head via the factory exhaust manifold bolt. On trucks using the GP200 header, the tube has two brackets.

9a. **GP201 Models only:** The secondary air injection tube has a plastic diverter valve towards the rear. This valve must be kept away from the headers. To do this, the tube must be moved outward by using the steel extension bracket (included) to allow the air injection tube to stand off from the headers. The bracket bolts to the head where the secondary air injection tube originally was attached. The secondary air injection tube is then bolted to the adapter bracket.

9b. **GP200 Models only:** The secondary air injection tube can be re-attached in the factory location. As with the dip stick tube and the EFI plenum support, grind the secondary air injection tube brackets to clear the header tube.

10. After the above modifications have been performed, remove the temporarily installed header. As with the driver's side, clean the carbon deposits, apply silicone to the gaskets, apply anti-seize to the bolts, and bolt the headers to the head. At the same time reinstall the secondary air injection tube as discussed above in 9a or 9b. **[On GP201 models:** reinstall the EGR fitting into the fitting welded to the front tube of the header.]

11. Attach the headers to the Y-Pipe from the underside.

12. Reinstall the spark plug wires and looms taking care not to let any wires rest against the header tubes. Make sure all rubber hoses and wires are kept away from the headers. Otherwise, the heat will damage these components.

13. Recheck everything!

14. 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.

15. 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!

Parts List:

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|--|--|
| (1) Driver's Side Header Assembly | (2) Header gaskets (Header to Head flange) |
| (1) Passenger's Side Header Assembly | (4) Collector Bolts & Nuts |
| (16) 3/8" x 1" header bolts & lock washers | (1) Secondary Air Injection Tube Adapter Bracket & Fastener. |
| | [GP201 models only.] |

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 BOLTS 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 THE 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.