



PERFORMANCE EXHAUST SYSTEMS

GP314S-C CERAMIC HEADER

**DODGE MAGNUM RT 5.7L HEMI 2WD
CHRYSLER 300 C STYLE 5.7L HEMI AWD
DODGE CHARGER 5.7L HEMI 2WD**

**GIBSON HEADERS ARE 50 STATE SMOG LEGAL
AUTOMATIC ONLY**

*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

WARNING! – Do not rely on bumper jacks or chassis jacks for support during header installation. The subject vehicle should be raised and supported with jacking equipment and jack stands or ramps intended for undercarriage auto maintenance. It is extremely dangerous to work under an improperly raised and/or supported vehicle.

WARNING! - Make certain there is ample clearance around components such as brake lines, brake proportioning valves, fuel lines, hoses and pumps, and electrical components and wires. In some cases it may be necessary to relocate items that may be adversely affected by exhaust system heat.

NOTE: These procedures are documented on factory standard-equipped vehicles with original configuration compliance. Any modification of the subject vehicle may dictate modification to these procedures.

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

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!)

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 WRENCHES (VARIOUS LENGTHS)

5/8" SOCKETS (SHALLOW AND DEEP)

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

JACK STANDS

GOOD RUST PENETRANT

GP314S-C HEADER INSTRUCTIONS



Fig. 1-1

Start by placing the vehicle on a level surface using jack stands and a floorjack. **DO NOT** use a bumper jack! Also, you will need to remove the negative cable from the battery, that is located in the truck area of the Magnum.

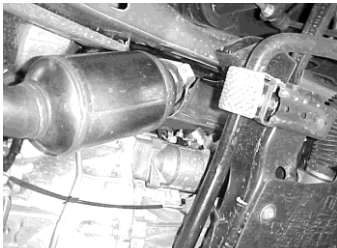


Fig. 1-2

Start off from underneath the vehicle. Remove the driver-side and passenger-side head-pipe assembly. See Fig. 1-1 & Fig. 1-2 Make sure to disconnect any wires on the O2 sensors and remove the O2 sensors from the exhaust manifolds.



Fig. 2-1

Now from underneath the driver-side, remove the stock hardware holding on the stock heat-shield. See Fig. 2-1 **NOTE:** the heat-shield is in a tight location, it will take some force to remove it!



Fig. 2-2

Then remove the manifold and stock hardware. See. Fig. 2-2

NOTE: supplied in your kit are some zip-ties, use a few of them to support the heater hose out of the way for installation of the header.



Now clean-up the head surface of any debris, and install your Gibson header, gasket and the supplied hardware. **Torque 30-35 ft. pounds** See Fig. 3-1 & 3-2



Fig. 3-2



Fig. 4-1

Now go on the passenger-side and remove the oil dipstick from the engine compartment. Make sure to save the stud and nut for the installation later on.

Go ahead now and remove the heat-shield, hardware and manifold. Make sure to clean the head surface of any debris. Use the remaining zip-ties and tie up any wires or hoses for heat protection. See. Fig. 4-



Fig. 5-1

Now install the Gibson header, gasket, and hardware. You will use the stock stud and nut that you saved in the removal of the stock manifold. See Fig. 5-1 **NOTE:** There is a supplied 1/2" wide 1 1/4" long tubed spacer. Install this with the stock stud in the header, in front of engine on the top hole and torque all fasteners 30-35 ft. pounds.



Fig. 6-1

Now install the dipstick back into engine compartment with a 10mm nut. Install the O2 sensors into the Gibson header using anti-seize on the threads, **not the sensor!** Install the head-pipe assembly using the supplied hardware, reusing the passenger-side heat-shield for protection. Plug back in the O2 sensor wires, check for clearance on all hoses and wires. Connect the negative battery cable back up and start the engine. Now check for leaks.

When the engine cools down, re-torque down all the header fasteners to protect your investment.



Fig

PARTS LIST

<u>QTY.</u>	<u>PART#</u>	<u>DESCRIPTION</u>
1	HE-314SP	STAINLESS PASSENGER HEADER
1	HE-314SD	STAINLESS DRIVER SIDE HEADER
1	9691	PASSENGER SIDE HEAD GASKET
1	9690	DRIVER SIDE HEAD GASKET
1	BO-1029	BOLT KIT FOR HEADER
6	ZIP	ZIP TIES.

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.

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.

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.

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.