

# JBA<sup>®</sup> performance exhaust

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## Installation Instructions and Warranty Information

6814	98-02 Camaro LS, No Emissions
6814S-1	98-99 Camaro LS, With AIR & EGR
6814S-2	00-02 Camaro LS, With AIR & EGR



This product is Not legal for Street or Off Highway use in California or in states that have adopted California Emissions Regulations and is only intended for Closed Course Competition use, except 1965 and Older US manufactured California Certified vehicles, 1967 or older US manufactured Federally Certified vehicles, or 1967 and older Foreign manufactured vehicles which may have any aftermarket add-on or modified part installed as long as the vehicle can still meet the tailpipe emission standards for the year of the vehicle and retain any original or retrofit crankcase control (PCV) devices and NOx device required for the year of the vehicle.

Read all instructions carefully before attempting installation.

PerTronix© thanks you for choosing JBA HEADERS, the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

Check to make sure you received the proper parts for your application. The header number will be stamped on the engine flange. If you are unsure you have received the proper parts call before you start work.

Be sure to work safe! Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! Remember: Hot asphalt will not support most jack stands!

Many factors affect the installation of headers, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads.

Attention Customers breaking in new engines: Due to the extreme heat generated during the break-in process, the appearance of the ceramic coating may be altered in certain areas. The protection characteristics and thermal barrier properties of the coating is never compromised. It is recommended that a cast iron manifold or old set of headers be used for this process.

Notice: The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.

JBA uses sealing beads on all its headers. We have found that when installed correctly, the raised bead around each port increases the pressure exerted on the gasket directly adjacent to the port and effectively prevents leaking gaskets. It is normal for the flange to be raised off the cylinder head the thickness of the sealing bead. It is important when installing the header, to install all bolts loosely, then tighten evenly to ensure the flat installation of the flange. The torque sequence from one flange to another will vary, but generally every bolt on a header should be first fit snug, starting from the inside of the flange working out, alternating from top to bottom so that the bolt connects the flange to the manifold to the point where they barely touch. Second, using the same inside-out pattern, tighten each bolt until finished. This method will help prevent leakage and will give the user the best possible performance out of their pair of headers.

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 of the jack stands.

2. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them.

Note: We recommend spark plug wires with a 145 degree boot to keep them off the header tubes.

## DISASSEMBLY

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 2 feet or higher and support with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Disconnect and remove all 4 Oxygen Sensors, marking them for proper re installation.
4. Remove the Drive shaft Safety brace from just underneath the front of the driveshaft.
5. Remove the 4 bolts that connect the Catalytic convertors to the Y Pipe, and remove the Y pipe from the vehicle.
6. Remove the 3 nuts attaching Catalytic converters to stock manifolds then remove the convertors.
7. Remove the spark plugs from both sides of the motor.
8. Disconnect the A.I.R. tube assembly. (Both sides on 2000 models, left side on 01&02)
9. Remove the 2 bolts that hold the EGR Tube but Do Not try and remove the tube.
10. Remove the Oil filter, left side heat deflector, and the Starter Motor.
11. Center the Steering wheel do that it points straight ahead. Turn the key to the lock position and REMOVE THE KEY!
12. Remove the lower steering shaft – NOTE: DO NOT rotate the steering shaft with the lower shaft disconnected or damage to the air bag can occur. See the G.M. service manual and G.M. Notice #26068010 before removing.
13. Remove the oil dipstick and tube.
14. Remove the stock exhaust manifolds.
15. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface.

## INSTALLATION

1. Slide the Right side (passenger) header up from below into approximate position.
2. From above, slip the gasket into place and using the supplied 8mm header bolts and lock washers, bolt the header to the cylinder head. We recommend a dab of anti size on the threads and then torque 13ft./lbs on aluminum heads or 25 ft/lbs on Iron Heads.
3. Re install and tighten spark plugs. Replace the spark plug wires. If using stock wires make sure that the boots don't contact the header.
4. Reattach the EGR tube using the two 8mm bolts and the EGR gasket. On the 6814S models you need to eliminate the EGR
5. Re install the oil dipstick and tube
6. On 2000 models reinstall the right side A.I.R. using the new gasket. On 2001-02 models install the A.I.R. block off plate. On the 6814S model, you need to eliminate the AIR system.
7. Install the right side oxygen sensor that was in the pre convertor into the header collector. Use a small amount of Anti Seize on the threads; be careful not to get any on the probe as this can contaminate the sensor causing poor running and decreased performance.
8. Reinstall the starter motor.
9. Slide the Left side (driver) header up from below into approximate position.
10. From above, slip the gasket into place and using the supplied 8mm header bolts and lock washers, bolt the header to the cylinder head. We recommend a dab of anti size on the threads and then torque 13 ft./lbs on aluminum heads or 25 ft/lbs on Iron Heads.
11. Re install and tighten spark plugs. Replace the spark plug wires. If using stock wires make sure that the boots don't contact the header.
12. Re install the lower steering shaft, again being careful not to turn the upper shaft or the air bag could malfunction. Tighten bolts to factory specifications.
13. Install the A.I.R. tube and new gasket on -1 and -2 models
14. Install the left side oxygen sensor that was in the pre convertor into the header collector. Use a small amount of Anti Seize on the threads; be careful not to get any on the probe as this can contaminate the sensor causing poor running and decreased performance.
15. Install the recommended Oxygen sensor simulators on both sides according to the manufacturer's instructions.
16. Reinstall the oil filter and check the oil level.
17. To complete the installation we recommend using Exhaust Y Pipe, JBA part #6814SY
18. Connect the negative battery cable.

Parts List:

- (1) Driver's Side Header Assembly
- (1) Passenger's Side Header Assembly
- (12) 8mm - 1.25 x 25mm Header bolts (Torque to 13 lbs./in on aluminum heads)
- (2) Header gaskets
- (2) Air tube gaskets 6814S-1 and S-2 only
- (4) 8mm - 125x25 bolts for AIR tube 6814S-1 and -2 only

### LIMITED ONE YEAR WARRANTY

All JBA HEADERS and exhaust products are guaranteed, to the original purchaser, to be free of defects in materials and workmanship for one year. This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation, customer applied aftermarket coatings or any discoloration or corrosion of finished surfaces.

Damage or product failure resulting from collision, improper installation, off-road use, road hazards, the use of exhaust insulating wrap or like products or rust occurring after installation, is not covered by the warranty. The warranty extends only to the original purchaser.

Should a part become defective it should be returned to the original selling retailer and must be accompanied with the sales receipt. If there is no retailer in your area, call the factory for a return authorization and return your part prepaid to the factory for inspection. PerTronix reserves the rights to replace or repair the alleged defective part and return the part freight collect.

**JBA**  
performance**exhaust**®

