



# **GP206S-C**

## **CERAMIC COATED HEADER**

**WITH EGR FITTING**  
**97-02 FORD EXPEDITION 5.4L 2/4WD**  
**97-04 FORD TRUCK 5.4L 2/4WD**  
**OLD BODY STYLE ONLY**  
**WILL NOT FIT HEAVY DUTY TRUCKS**

**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  
0904*

## INSTALLATION INSTRUCTIONS

**NOTE:** INSTALLATION OF THESE HEADERS REQUIRES AN ADEQUATE WORK SPACE, GENERAL MECHANIC'S TOOLS, GENERAL MECHANIC "KNOW-HOW" AND A REASONABLE DEGREE OF EXPERIENCE.

**THIS PART IS LEGAL ON EMISSION CONTROLLED VEHICLES C.A.R.B. EXEMPTION #D-411-3**

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. 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-BASED 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. THEN UNBOLT AND REMOVE THE FRONT WHEELS.
2. SPRAY WD-40 OR SOME TYPE OF PENETRATING OIL ON ALL ACCESSIBLE FASTENERS AND FITTINGS BEFORE ATTEMPTING TO REMOVE THEM.
3. FROM UNDERNEATH THE VEHICLE, LOOSEN THE BOLTS CONNECTING THE EXHAUST SYSTEM TO THE EXHAUST MANIFOLD. (ON 4X4 MODELS, DISCONNECT THE FRONT DRIVESHAFT BY REMOVING THE 4 BOLTS ON THE FLANGE, AND LET THE DRIVESHAFT HANG OUT OF THE WAY.) PRY THE EXHAUST SYSTEM BACK ABOUT 1/2" TO GAIN WORK SPACE.
4. IT IS NOT NECESSARY TO REMOVE THE INNER FENDERWELLS, BUT IT MAKES THE INSTALL EASIER. TO REMOVE THE FENDERWELLS SIMPLY UNSCREW ALL THE SHEET METAL SCREWS AND FASTENERS ATTACHING IT TO THE FENDER AND FRAME AND THE FENDERWELL WILL DROP OUT.
5. WORKING THROUGH THE WHEELWELL, ON THE DRIVER'S SIDE, LOOSEN THE EGR TUBE FROM THE MANIFOLD. THEN REMOVE THE NUTS ATTACHING THE MANIFOLD TO THE HEAD. REMOVE THE MANIFOLD. YOU MUST ALSO REMOVE THE MANIFOLD ATTACHING STUDS FROM THE HEAD. THE STUDS HAVE A 5mm HEX END ON THEM, A 1/4" DRIVE RATCHET AND A 5mm SOCKET WORK WELL FOR REMOVING THE STUDS.
6. THE DIPSTICK MUST NOW BE REMOVED. IT HAS A SEPARATE MOUNTING BOLT ON THE HEAD AND USES AN O-RING SEAL AT THE BOTTOM. USE CARE TO PROTECT THE O-RING.
7. ON THE PASSENGER SIDE, AGAIN WORKING THROUGH THE WHEELWELL, REMOVE THE NUTS ATTACHING THE MANIFOLD TO THE HEAD THEN REMOVE THE MANIFOLD. REMOVE THE MANIFOLDS ATTACHING STUDS.
8. USING A SCRAPER REMOVE ALL CARBON DEPOSITS AND HIGH SPOTS FROM HEAD SURFACE, USE CARE NOT TO GOUGE THE ALUMINUM HEADS.
9. REMOVE THE EGR FITTING FROM THE FACTORY MANIFOLD AND INSTALL IT ON THE NEW HEADER.
10. NOTICE ON THE DRIVERS SIDE HEADER THE UPPER BOLT HOLES ARE SLOTTED. INSTALL THE GASKET WITH THE HEADER BOLTS LEAVING AT LEAST 3/8 OF INCH GAP. BEFORE INSTALLING THE HEADER.
11. APPLY A SMALL AMOUNT OF HI-TEMP SEALER TO THE EXHAUST PIPE FLARE THEN INSTALL THE DRIVER SIDE HEADER FROM UNDERNEATH THE VEHICLE. SOME TWISTING AND WIGGLING OF THE HEADER IS NECESSARY.
12. BEFORE INSTALLING THE PASSENGER SIDE HEADER. NOTICE ON PASSENGER SIDE HEADER, THERE ARE SLOTTED BOLT HOLES ON THE FLANGE. INSTALL NEW BOLTS WITH THE GASKET LEAVING AT LEAST 3/8 OF INCH GAP THEN INSTALL THE HEADER.

13. APPLY A SMALL AMOUNT OF HI-TEMP SEALER TO THE EXHAUST PIPE FLARE, THEN INSTALL THE PASSENGER SIDE HEADER THROUGH THE WHEELWELL. ATTACH USING THE SUPPLIED BOLTS AND GASKETS. APPLY A SMALL AMOUNT OF ANTI-SEIZE TO THE THREADS OF THE BOLTS BEFORE TIGHTENING.
14. RE-CONNECT THE EXHAUST SYSTEM TO THE NEW HEADERS USING THE HARDWARE PROVIDED. (RE-CONNECT DRIVE SHAFT WHERE APPLICABLE)
15. RE-INSTALL THE INNER WHEELWELLS (IF REMOVED). CHECK TO ENSURE THAT THERE ADEQUATE CLEARANCE ON ALL BRAKE LINES, WIRE LOOMS, A/C LINES, ETC. IT IS RECOMMENDED THAT YOU REMOVE THE PASSENGER SIDE WHEELWELL FLAP.
16. RE-INSTALL THE FRONT WHEELS AND TORQUE TO FACTORY SPECS. (SEE OWNER'S MANUAL) .
17. RECONNECT THE BATTERY.
18. RE-CHECK EVERYTHING!
19. START THE ENGINE, CHECK FOR LEAKS AND TEST DRIVE. THEN LET THE ENGINE COOL AND THEN RE-TORQUE THE HEADER BOLTS.
20. 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:**

- (1) DRIVER'S SIDE HEADER ASSEMBLY
- (1) PASSENGER'S SIDE HEADER ASSEMBLY
- (2) HEADER GASKETS (HEADER TO HEAD FLANGE)
- (4) COLLECTOR BOLTS AND NUTS, WASHERS
- (16) 8mm X 1.25mm BOLTS WITH STAR WASHERS

## TECH NOTES

Customer called and said he was having trouble hooking up the EGR. Valve. I told him that it is much easier to hook up if you loosen the EGR fitting that goes into the intake manifold.

2/01/01

Chris Johnson

Customer called 5/20/02-Can not get the headers to bolt to the y-pipe. This is because the customer had 4.6L headers for a 5.4L motors. They will bolt up to the head but not the y-pipe.

Chris Johnson