GIBSON

PERFORMANCE EXHAUST SYSTEMS

GP214S

STAINLESS HEADER

97-04 FORD F150 TRUCK 4.2L 2/4WD

WITH EGR FITTING

HAS 02 SENSOR

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

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.

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

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!)

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 so not hesitate to call our technical line if you have a question or experience a problem.

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.

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.

2. REMOVE POSITIVE BATTERY CABLE FOR INSTALLATION. NOW JACK UP THE VEHICLE USING A FLOOR JACK AND JACKSTANDS. DO NOT RELY ON THE FLOOR JACK ONLY. USE JACKSTANDS TO SUPPORT THE VEHICLE.

3. FROM UNDERNEATH THE VEHICLE, REMOVE THE PASSENGERSIDE AND DRIVERSIDE Y-PIPE ASSEMBLY USING A 15MM SOCKET.

4. STARTING ON THE DRIVERSIDE REMOVE THE AIR CLEANER ASSEMBLY TO GAIN ACCESS TO THE MANIFOLD. DISCONNECT THE GREEN O2 SENSOR PLUG ON THE MANIFOLD.

5. THE DIPSTICK MUST BE REMOVED USING 5/16 SOCKET. 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.

6. USING A 13MM SOCKET REMOVE THE FACTORY NUTS TO REMOVE THE MANIFOLD. THEN USING A 5MM SOCKET REMOVE THE STOCK STUDS IN THE CYLINDER HEAD. AFTER ALL THE STUDS ARE REMOVED, CLEAN THE HEAD SURFACE REMOVING ALL DEBRIS FROM THE CYLINDER HEAD.

7. BEFORE INSTALLATION OF THE GIBSON HEADER, REMOVE THE O2 SENSOR FROM THE STOCK MANIFOLD. INSTALL THE O2 SENSOR INTO THE GIBSON HEADER USING ANTI-SIEZE ON THE THREADS.

8. YOU CAN THEN INSTALL THE GIBSON HEADER USING SUPPLIED GASKETS AND HARDWARE. MAKE SURE TO USE ANTI-SIEZE ON HEADER BOLTS BEFORE INSTALLATION. TORQUE ALL HEADER BOLTS TO 30 FTS. INSTALL THE SUPPLIED HEAT WRAP ON SPARK PLUG WIRES FOR BEST PROTECTION.

9. YOU CAN NOW INSTALL THE DIPSTICK TUBE BACK ON THE ENGINE.

10. STARTING ON THE PASSENGERSIDE DISCONNECT THE O2 SENSOR AND REMOVE THE EGR TUBE USING A 1 1/16″ OPEN END WRENCH. USING A 13MM SOCKET REMOVE THE NUTS AND THEN THE MANIFOLD. NOW REMOVE THE STUDS IN CYLINDER HEAD USING A 5MM SOCKET. CLEAN HEAD SURFACE OF ALL DEBRIS.

11. AFTER MANIFOLD IS REMOVED, REMOVE THE O2 SENSOR AND INSTALL INTO GIBSON HEADER USING ANTI-SIEZE ON THREADS.

12. YOU CAN THEN INSTALL THE GIBSON HEADER USING SUPPLIED GASKETS AND HARDWARE. MAKE SURE TO USE ANTI-SIEZE ON HEADER BOLTS BEFORE INSTALLATION. TORQUE ALL HEADER BOLTS TO 30 FTS. THEN CONNECT EGR TUBE TO HEADER AND INSTALL SUPPLIED HEAT WRAP ON SPARK PLUG WIRES FOR BEST PROTECTION.

13. FROM UNDERNEATH THE VEHICLE RE-CONNECT THE Y-PIPE ASSEMBLY USING SUPPLIED HARDWARE AND USING 11/16 SOCKET. TORQUE TO 50 FTS.

14. RECONNECT THE POSITIVE BATTERY CABLE.

15. RE-CHECK EVERYTHING!

16. START THE ENGINE, CHECK FOR LEAKS AND TEST DRIVE.

17. MAKE SURE YOU RE-TORQUE YOUR HEADER BOLTS AND Y-PIPE ASSEMBLY AFTER THE FIRST 100 MILES, THEN ONCE A MONTH FOR THE FIRST SIX MONTHS.

18. PERIODICALLY CHECK AND RE-TIGHTEN THE HEADER BOLTS, WE RECOMMEND WITH EVERY OIL CHANGE TO PREVENT HEADER LEAKS.

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
(1) BOLT KIT
(1) ANTI SEIZE
(6) 2X5 HEAT WRAP

SUGGESTED TOOLS

12MM WRENCH

13MM WRENCH

12MM SOCKET

13MM SOCKET

15MM SOCKET

5/16″ SOCKETS

11/16″ SOCKETS

5/16″ WRENCHES

¾″ WRENCHES

1 1/16″ OPEN END WRENCH

ANTI-SIEZE

JACK STANDS, FLOORJACK