



GP307

CHROME HEADER

00-03 DODGE DAKOTA TRUCK 4.7L 2/4WD

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
0604*

TOOLS SUGGESTED

12MM BOX END WRENCH AND/OR 12MM DEEP SOCKET

7/16" SOCKETS (ONE SHALLOW/ONE DEEP)

13MM SOCKET

15MM SOCKET

9/16" COMBINATION WRENCHES

9/16" LINE WRENCH

5/8" THIN WALL SPARK PLUG SOCKET

HIGH TEMP SILICONE SEALER (RATED 600 DEGREES OR MORE)

JACK STAND

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.

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.

INSTALLATION INSTRUCTIONS

NOTE: Installation of these headers requires an adequate workspace, general mechanic's tools general mechanical "know how". You should carefully read these instructions before attempting to install these headers. This part is legal on Emission Controlled Vehicles. C.A.R.B. Exemption

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-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. Use safety glasses.

2. Spray WD-40 on all accessible fasteners and fittings before attempting to remove them.

3. From underneath the vehicle disconnect the Y-pipe from the exhaust manifolds.



4. To remove the driver's side manifold. First remove the starter. Remove the driver's side manifold, studs and heat shields from the engine, through the top.



5. Using a scraper, remove all high spots from head surface. Apply a high temperature gasket sealer to exhaust pipe flare in order to avoid problems due to lack of space later in the installation.

6. Recommended to remove steering shaft for easier installation of header. **Note:** Mark alignment of shaft. Install driver's side header using new head gasket + bolts. Use a high temp gasket sealer (O2 sensor safe) on head gasket. Install header through the top of engine compartment. You might have to move hoses, wires and steering shaft out of the way for easier installation. Starting from the center bolts in and working your way out. Torque all fasteners to 30 to 35 pounds. Then, after installation of header is done, wrap steering shaft with supplied heat-wrap and wire strips on vehicle. As shown in the picture.

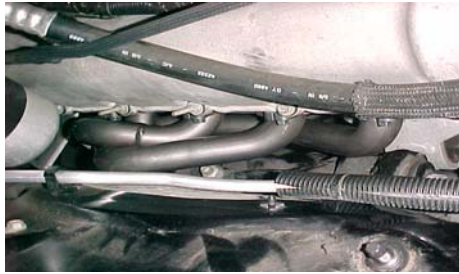


7. Remove the air cleaner assembly. Remove the passenger side manifold. Then remove heat shield studs and manifold from the engine through the top.



8. Using a scraper, remove all carbon deposits on head surface. At this time apply a high temperature sealer (O2 sensor safe) to exhaust pipe flare in order to avoid problems due to lack of space later on in the installation.

9. Installing passenger side header through the top. Using new head gasket + bolts. Use a high temp gasket sealer (O2 sensor safe) on head gasket. For easier installation pry the inner fender wheel away from header. Towards the tire for installation of header and hardware. NOTE: Last top bolt use 3/8" or 1/4" extension & socket to install hardware for easier installation. Torque all fasteners 30 to 35 pounds. Tighten all bolts starting from the center and working your way out.



10. Reconnect the exhaust system to the header using the hardware provided.

11. Check to make sure there is adequate clearance on battery cables, wire looms, brake lines, etc.

12. Re-connect the battery cables.

13. Recheck and tighten 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.

YOU MUST RE-TORQUE ALL HEADER BOLTS AFTER 100 MILES AND THEN PERIODICALLY CHECK.

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

PART LIST:

<u>Part #</u>	<u>Qty.</u>	<u>Description</u>			
HE-307D	1	DRIVERSIDE HEADER	9535	8	FLAT WASHER 3/8" X 3/4"
HE-307P	1	PASSENGERSIDE HEADER	9033	4	3/8" LOCK WASHER
9683	1	PASENGER SIDE GASKET	5057	4	3/8" X 16" NUT
9689	1	DIVERSIDE GASKET	14030	1	4x8 HEAT WRAP
3529	16	8" X 1.25" HEADER BOLTS	14031	4	STAINLESS WIRE STRAPS
225	16	STAR WASHERS			
345	4	3/8" X 2 1/2" BOLTS			

TECH NOTES

- CURRENT GASKET NOT SEALING INSIDE TWO PORT . SOLVED BY FIXING ALL HEADERS IN STOCK AND HAVING NEW GASKET MADE AS OF 3/3/00.
- 3-16-00
- REC'D NEW GASKET ON 3-16-00 PART#9245

PROBLEM FOUND 3-7-00

DID NOT LINE UP WITH HEADPIPE ON DRIVERSIDE

1. HEADER HAS GOOD CLEARANCE TO FRAME
 2. PASSENGER SIDE $\frac{3}{4}$ " AT FLANGE
 3. WE ARE MAKING A FIXTURE TO SEE IF ANGLES ARE RIGHT
 4. WE CHANGED DRIVERSIDE COLLECTOR TO LINE UP BETTER AND LEAVING THE PASSENGER SIDE THE SAME FOR NOW
- If customer is local set appt. for gasket change. Allow 1-2hrs.
 - Up to 3/20/00 we are sealing around and between the two ports on dvr/pass and are using old gasket#9106.
 - as of 3/20/00 all Gp301's are being sent out with the newly designed gasket(9245).this clears all problems from 3/20/00 on.

3/17/00

customer states that header is leaking at the center two tubes on drivers side.

I talk with the customer on Monday 3/20/00 and told him that I was shipping out 2 (9245) new gaskets. I shipped out the new gaskets on 3/20/00.Jc.

01/10/01

Customer claims that he could not get the headers to seal against the head. He stated that the flanges were warped. I told the customer to try tightening the headers bolts from the inside out. Also it is a good idea to loosely bolt up the headers to the head then connect the collectors. Then go and fully tighten the header bolts, after that then finish tightening the collector bolts.

01/10/01-Chris Johnson