



PERFORMANCE EXHAUST SYSTEMS

GP500S-C

CERAMIC COATED HEADER

NO AIR INJECTION, NO EGR
02-06 CADILLAC ESCALADE 6.0L
02-06 SUBURBAN YUKON/DENALI 6.0L
02-06 SILVERADO/SIERRA PICKUP 6.0L
02-06 AMC HUMMER 6.0L

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
0806*

INSTALLATION INSTRUCTIONS FOR GIBSON SHORTY HEADERS GP500S-C

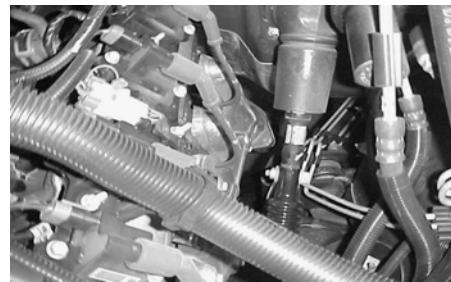
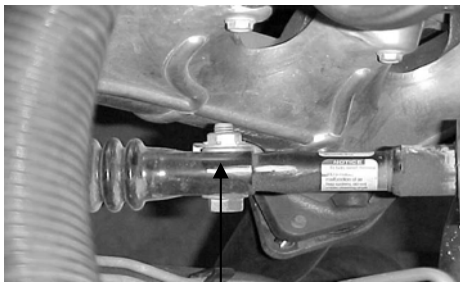
INSTALLATION OF THESE HEADERS REQUIRES AN ADEQUATE WORKSPACE, GENERAL MECHANIC'S TOOLS, GENERAL MECHANIC'S KNOWLEDGE, AND A REASONABLE DEGREE OF EXPERIENCE. MOST AUTO-ENTHUSIASTS WITH THESE RESOURCES WILL HAVE LITTLE DIFFICULTY INSTALLING THESE HEADERS. HOWEVER, YOU SHOULD CAREFULLY READ THE INSTRUCTIONS BEFORE ATTEMPTING TO INSTALL THESE HEADERS. IF IN DOUBT, CONSULT A PROFESSIONAL MECHANIC.

SUGGESTED TOOLS

12MM & 15MM & 10MM SOCKET & WRENCH, VARIOUS LENGTH EXTENSIONS, 3/8" SWIVEL, 3/8" RATCHET, JACK, JACKSTAND, & ANTI-SEIZE

1) PLACE VEHICLE IN A LOCATION WHERE THE FLOOR IS SOLID, FLAT, AND HAS ADEQUATE LIGHTING. **DO NOT WORK WITH A HOT ENGINE!!!** HEAT CAUSES METAL TO EXPAND AND MAKES REMOVAL OF FASTENERS DIFFICULT. DISCONNECT THE NEGATIVE BATTERY CABLE. RAISE THE FRONT OF THE VEHICLE TO OBTAIN ADEQUATE ACCESS TO THE BOTTOM OF THE MANIFOLD FLANGES. USE LARGE BASE JACKSTANDS TO SUPPORT THE VEHICLE. DO NOT RELY ON THE JACK!! BLOCK THE TIRES TO PREVENT THE VEHICLE FROM ROLLING OFF THE JACKSTANDS.

2) FIRST, DISCONNECT THE BATTERY, THEN REMOVE THE SPARK PLUG WIRES BY GRASPING AND GENTLY TWISTING THE SPARK PLUG BOOT. DO NOT PULL ON THE PLUG WIRES. SPRAY WD-40 OR SOME TYPE OF PENETRATING OIL ON ALL ACCESSIBLE FASTENERS BEFORE ATTEMPTING TO REMOVE THEM.

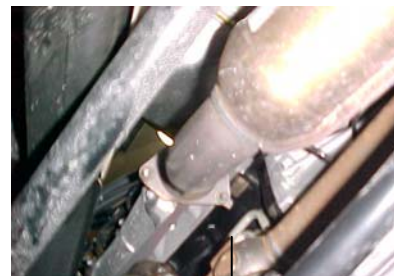


3) **MARK ALIGNMENT OF THE SHAFT BEFORE REMOVING,** THEN REMOVE THE BOLT FROM THE STEERING SHAFT. SLIP STEERING SHAFT APART, BY GRASPING THE UPPER PART OF THE SHAFT (PART ABOVE THE BOLT) AND SLIDING IT UP.

4) FROM UNDERNEATH THE VEHICLE REMOVE THE SIX 15MM FASTNERS THAT HOLD THE Y-PIPE TO THE STOCK MANIFOLDS.



PASSENGER SIDE



DRIVERS SIDE

5) REMOVE THE SIX BOLTS HOLDING THE DRIVERS SIDE EXHAUST MANIFOLD TO THE HEAD, THEN REMOVE THE MANIFOLD FROM THE TOP. WITH THE MANIFOLD OUT OF THE WAY, CLEAN ANY CARBON DEPOSITS ON THE HEAD WITH A WIRE BRUSH. PREPARE THE SUPPLIED HEADER BOLTS WITH A SMALL AMOUNT OF ANTI-SEIZE TO THE THREADS.

6.) INSTALL THE NEW HEADER USING THE SUPPLIED HEADER GASKETS, BOLTS, AND STAR WASHERS. TIGHTEN THE GIBSON HEADERS FROM THE MIDDLE BOLTS TO OUTSIDE BOLTS. (NOTE: AFTER INSTALLATION OF HEADER REUSE FACTORY O-RING GASKETS IN STOCK Y-PIPE.) TORQUE TO 25 FT/LBS.

7) RE-INSTALL THE SPARK PLUG WIRES & RE-CONNECT THE STEERING SHAFT, REMEMBER TO LINE UP THE ALIGNMENT MARK.

8) ON THE PASSENGER SIDE REMOVE SPARK PLUG WIRES AND SPARK PLUGS AND SET ASIDE. REMOVE THE BOLT ATTACHING THE DIPSTICK TUBE BRACKET TO THE HEAD. THEN REMOVE THE DIPSTICK BY GENTLY PULLING UPWARD WHILE TWISTING BACK & FORTH.



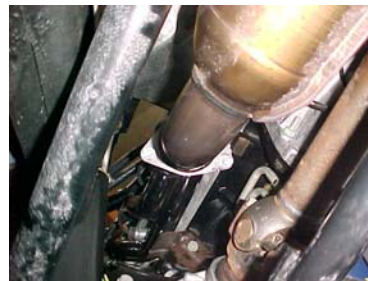
DIPSTICK

9) REMOVE THE SIX BOLTS ATTACHING THE MANIFOLD TO THE HEAD. REMOVE THE MANIFOLD FROM THE TOP. CLEAN THE SURFACE OF THE HEAD. REMOVE ANY CARBON DEPOSITS THAT MAY BE ON THE HEAD. PREPARE THE SUPPLIED HEADER BOLTS WITH ANTI-SEIZE TO THE THREADS.

10) INSTALL THE NEW HEADER USING THE SUPPLIED HEADER GASKETS AND BOLTS. TIGHTEN THE HEADER FROM THE MIDDLE BOLTS TO OUTSIDE BOLTS. (NOTE: AFTER INSTALLING HEADER REUSE FACTORY O-RING GASKETS IN STOCK Y-PIPE) TORQUE TO 25 FT/LBS.



11) RE-INSTALL THE DIPSTICK TUBE, THE SPARK PLUGS AND WIRES. USING THE SUPPLIED FASTENERS, RECONNECT THE HEADERS TO THE STOCK Y-PIPE UNDERNEATH THE VEHICLE, USING STOCK O-RING GASKETS IN DRIVERSIDE AND PASSENGER SIDE Y-PIPE.



12) FINALLY, MAKE SURE ALL BOLTS ARE TIGHTEN AND EVERYTHING IS RECONNECTED. START THE ENGINE AND LET IT WARM UP. CHECK FOR LEAKS. TURN ENGINE OFF AND MAKE SURE ALL BOLTS ARE TIGHT. **RETORQUE HEADERS AFTER 100-200 MILES. PERIODICALLY CHECK AND RE-TIGHTEN THE HEADER BOLTS. IF YOU DON'T RE-TORQUE YOUR HEADER BOLTS YOU COULD DEVELOP A LEAK AT THE HEAD GASKET. THIS IS NOT COVERED UNDER WARRANTY.**

PARTS LIST

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|-----|----|---|-----|---|---------------------|
| (1) | 1 | PASS SIDE HEADER ASSEMBLY | (7) | 6 | 3/8" NUTS |
| (2) | 1 | DRIVER SIDE HEADER ASSEMBLY | (8) | 2 | HEAD FLANGE GASKETS |
| (3) | 12 | 8MM HEADER BOLTS | | | |
| (4) | 12 | 8MM STAR WASHERS | | | |
| (5) | 6 | 3/8" – 1 1/2" PASSENGER & DRIVER SIDE COLLECTOR BOLTS | | | |
| (6) | 6 | 3/8" LOCKWASHERS | | | |