



# **GP131S**

## **8.1L STAINLESS HEADER**

**AUTOMATIC ONLY  
NO AIR INJECTION, NO EGR**

**01-05 SILVERADO/SIERRA PICKUP 2/4WD  
02-03 CHEVY AVALANCHE 2/4WD  
01-05 SUBURBAN/TAHOE/YUKON/DENALI 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  
1205**

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.

**NOTE:** 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.

**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.

## SUGGESTED TOOLS

7/16" WRENCHES (VARIOUS LENGTHS)

7/16" SOCKETS (SHALLOW AND DEEP)

1/2" WRENCHES (VARIOUS LENGTHS)

9/16" SOCKETS (SHALLOW AND DEEP)

5/8" SPARK PLUG SOCKET

7/8" OPEN END WRENCH

15MM DEEP SOCKET

15MM BOX END WRENCH

31MM OPEN END WRENCH (A LINE WRENCH)

3", 6", AND 12" EXTENSIONS FOR SOCKETS

SCREWDRIVERS AND/OR NUT DRIVERS (FOR HOSE CLAMPS)

SAWZALL (HAND -HELD POWER HACK SAW)

LUG NUT WRENCH

HIGH TEMP SILICONE (ULTRA COPPER BY PERMATEx)

GOOD RUST PENETRANT

## INSTALLATION INSTRUCTIONS FOR HEADERS

NOTE: Installation of these headers requires an adequate workspace, general mechanic's tools, general mechanical "know-how" and a few special tools. However, you should carefully read these instructions before attempting to install headers. If in doubt, consult a professional mechanic.

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.
2. Begin with the driver's side. Spray WD-40 or some type of penetrating oil on all accessible fasteners and fittings before attempting to remove them. From the bottom side, unbolt driver side and passenger side Y-pipe and let them hang loosely to help install headers. **Do not remove stock donut flange, only Y-pipe.** Before removing the manifold. Mark the alignment of steering shaft alignment. Remove for easier removal and installation of Gibson



headers.

3. On the topside of driver side and passenger side: Disconnect the spark plug wires by grasping and gently twisting the spark plug wire boots. Do not pull on the wires. Set the wires and looms up out of the way. Brush or blow away any debris that may have collected around the manifolds and spark plugs. This will help prevent foreign matter from entering the combustion chambers when the manifolds are removed. Removal of the spark plugs is necessary to avoid accidental spark plug breakage.
4. Remove all fasteners and studs from head. Remove manifold from top and install header and hardware through top of engine compartment. Also prepare header bolts with anti-seize to the threads.



5. Now Repeat #'s 3-4 on passenger side. (Note: The EGR hose is at rear of manifold). You should remove air cleaner assembly so you have room to work, unbolt dipstick tube and gently pull upward.

6. Prepare the header bolts by applying anti-seize to the threads. We supplied you with all new header bolts and star washers! Tighten all bolts from the center out, tighten header bolts to approx. 30-35 ft.lbs. Now install dipstick tube and spark plugs. Re-install EGR hose and spark plug wires. Re-connect Y-pipe to driver and passenger side Gibson headers using supplied hardware.
7. On suburbans there is an extra set of coolant lines passing by the headers on the passenger side. Take care to keep the coolant lines away from the headers so there is no contact with the tubes.
8. Recheck everything, reinstall air box.
9. Start the engine. Let it warm up. Check for leaks. Shut engine off. Recheck all Bolts and nuts.
10. Re-check all bolts and nuts after the first 200 miles.
11. Periodically check and re-tighten all bolts and nuts.

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

### **Parts List**

<u>Qty</u>	<u>Description</u>
(1)	Driver's Side SS Header Assembly
(1)	Passenger's Side SS Header Assembly
(16)	Bolts header #3529 8MM BOLTS
(16)	Star washers header
(2)	Header gaskets
(1)	Bolt kit # BO-1013
(1)	Air Gasket

**YOU MUST RE-TORQUE YOUR HEADER BOLTS AFTER APPROX. 100-200 MILES. IF NOT DONE THE GASKETS COULD BECOME LOOSE.**

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!) WE'VE EXPERIMENTED WITH THE VARIOUS "LOCKING DEVICES" ON THE MARKET, WHICH PREVENT BOLTS FROM TURNING. THEY DON'T WORK ON HEADER BOLTS, AND THEY GREATLY COMPLICATE THE PROCESS OF RE-TIGHTENING THE BOLTS WHEN IT'S NECESSARY.

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 THE 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 DO NOT HESITATE TO CALL OUR TECHNICAL LINE IF YOU HAVE A QUESTION OR EXPERIENCE A PROBLEM.

***WE TRULY WISH TO HAVE ONLY SATISFIED CUSTOMERS***