



# **GP207S STAINLESS HEADER**

**WITH EGR FITTING  
99-04 FORD EXPEDITION 4.6L 2/4WD  
99-0 FORD TRUCK 4.6L 2/4WD  
OLD BODY STYLE  
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.*

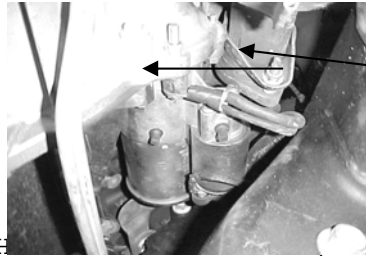
*If you need further assistance, please do not  
hesitate to call our Technical Department at  
(800) 528-3044  
Monday through Friday  
8:00 a.m. to 5:00 p.m. PST.*

*1270 WEBB CIRCLE CORONA, CA 92879  
0506*

## 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 CERTIFIED FOR USE 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. THEN REMOVE THE THREE BOLTS HOLDING THE STARTER TO THE BELL HOUSING THEN REMOVE.

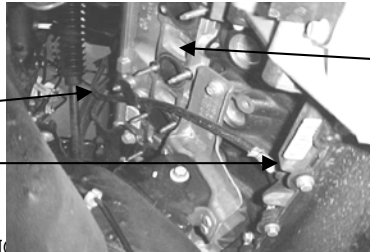


**STARTER AND  
BELL HOUSING**

4. IT IS NOT NECESSARY TO REMOVE THE 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.

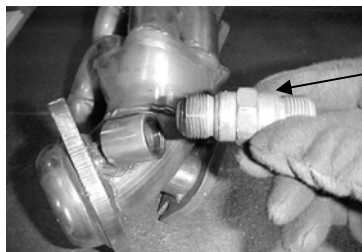
**DIP STICK  
MOUNTING  
BRACKET.**

**O-RING**



**FACTORY STUDS**

6. THE DIPSTICK MUST NOW BE REMOVED FROM THE HEAD AND USES AN O-RING SEAL AT THE BOTTOM. USE CARE TO PROTECT THE O-RING. **SEE PICTURE ABOVE.**
7. ON THE PASSENGER SIDE, AGAIN WORKING THROUGH THE WHEELWELL, ON 2000 AND 2001 MODELS YOU MAY HAVE TO LOOSEN MOTOR MOUNTS AND PRY UPWARDS TO REMOVE STOCK NUTS AND STUDS TO REMOVE MANIFOLD AND INSTALL HEADER. AFTER INSTALLATION RE-TORQUE PASSENGER SIDE MOTOR MOUNTS.
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.

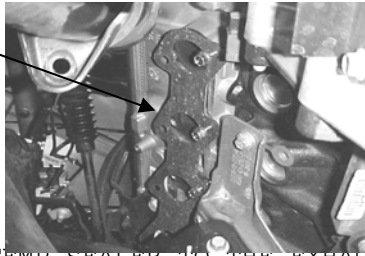


**FACTORY EGR**

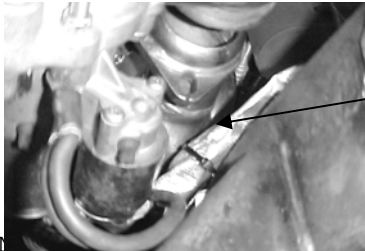
10. NOTICE THE BOTTOM HOLES OF THE HEADER ARE SLOTTED. BEFORE INSTALLING THE HEADER INSTALL THE BOTTOM BOLTS WITH THE GASKET LEAVING A 3/4" GAP BETWEEN

THE HEAD. THIS MAKES FOR EASIER ACCESS TO THE HEADER BOLTS.

**HEADER  
BOLTS &  
GASKET**



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. FOLLOW STEPS 10 & 11 FOR PASSENGER SIDE INSTALLATION.
13. RE-INSTALL THE STARTER TO THE BELL HOUSING. THEN USE THE HEAT RAP PROVIDED AND RAP THE WIRE LOOM AND THEN SECURE IT WITH THE SUPPLIED ZIP TIES. THIS IS TO PROTECT IT FROM THE HEAT GENERATED BY THE HEADERS.



**HEAT  
RAP**



14. RE-CONNECT THE DRIVE SHAFT TO THE NEW HEAD ASSEMBLY. (RE-CONNECT DRIVE SHAFT WHERE APPLICABLE) RE-CONNECT THE EGR TUBE TO THE HEADER.

**EGR TUBE**



15. RE-INSTALL THE INNER WHEELWELLS (IF REMOVED). CHECK TO ENSURE THAT THERE IS 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. IT IS RECOMMENDED THAT YOU RE-TORQUE THE HEADERS 200 MILES AFTER THE INITIAL INSTALLATION.
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 BOLT W/LOCK WASHERS
- (1) 4" X 10" PIECE OF HI-TEMP HEAT WRAP
- (2) ZIP TIES
- (4) 7/16" LOCK WASHERS