



PERFORMANCE EXHAUST SYSTEMS

GP219S-C CERAMIC HEADER

00-03 FORD RANGER, EXPLORER, SPORT TRAC 4.0L SOHC
2WD, AUTOMATIC, EGR DRIVERSIDE

00-05 FORD RANGER 4.0L SOHC
2WD, AUTOMATIC, EGR DRIVERSIDE

*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.

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. 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” 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.

SUGGESTED TOOLS

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

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

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

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)

GOOD RUST PENETRANT

JACK STAND, FLOOR JACK

GP219S-C HEADER INSTRUCTIONS

CAUTION! Gloves or other protection should be worn to protect installer from burns due to hot exhaust components!

COSMETIC TIP: Skin oils from your hands and engine compartment grime causes ugly "yellow" spots to appear on the chrome as it "blues" from the exposure to exhaust heat. Disconnect positive battery cable. Then jack up vehicle and place it on jack stands to support vehicle. DO NOT rely on a Jack stand or bottle jack.

Now disconnect Y-Pipe assembly removing it from both exhaust manifolds and catalytic converter flange connection. Also carefully disconnect and remove Sensor plugs on Y-Pipe.



Remove manifold and stock gasket. Make sure to clean head surface of all debris before installation of header.



Starting on driver side remove dipstick using 5/16 socket and ratchet. Then remove stock manifold using 13mm socket and ratchet. Make sure to clean head surface of all debris before installation of header.



Now install Gibson Header and supplied gasket. Torquing header to 30 to 35 ft.s torque.



Now install driver side GIBSON header and gasket using stock hardware. (Make sure to remove stock EGR plug out of manifold and install it into Gibson header using some anti-seizes!) Torque header to 30 to 35 ft.s. Now install, dipstick back on vehicle.



Re-install fender wall if removed. Use or Censored safe silicone on catalytic converter location if damaged in removal.



Start on passanger side its highly recommended to remove the inner-fender well to access the manifold. Loosen and set aside the transmission dipstick.



Re-Install Y-pipe assembly torque all fasteners to 30 to 35 ft.s torque. Then connect or sensor back in. Then start vehicle and check for leaks. Then after vehicle warms up let it cool down and re-torque all fasteners!

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 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 “WORKS”:

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.

WE TRULY WISH TO HAVE ONLY SATISFIED CUSTOMERS!