



GP500

6.0L CHROME HEADER

NO AIR INJECTION, NO EGR

02-06 CADILLAC ESCALADE 6.0L
02-06 SILVERADO/SIERRA PICKUP 6.0L
02-06 SUBURBAN/YUKON/DENALI/TAHOE 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 GP500

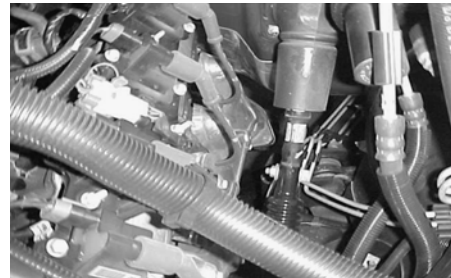
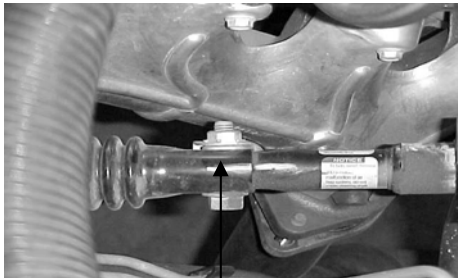
INSTALLATION OF THESE HEADERS REQUIRES AN ADEQUATE WORKSPACE, GENERAL MECHANIC'S TOOLS, GENERAL MECHANIC'S KNOWLEDGE, AND A REASONABLE DEGREE OF EXPERIENCE. MOST AUTO-ENTHUSIASTS WITH THESE RESOURCES WILL HAVE LITTLE DIFFICULTY INSTALLING THESE HEADERS. HOWEVER, YOU SHOULD CAREFULLY READ THE INSTRUCTIONS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



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.

DIPSTICK

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.



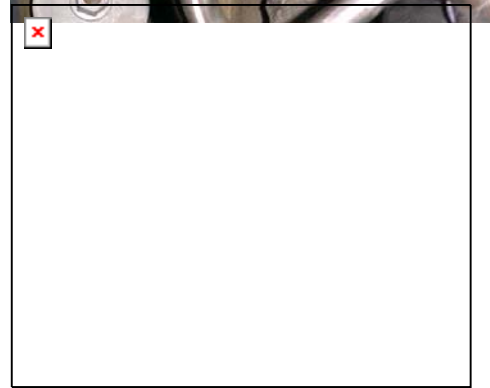
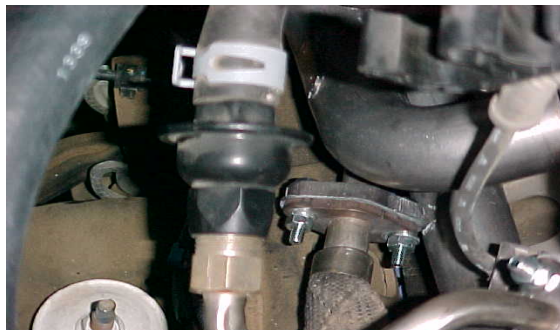
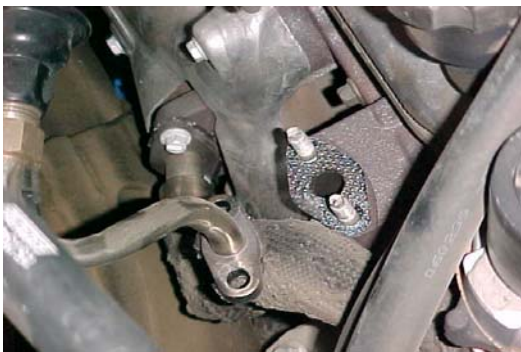
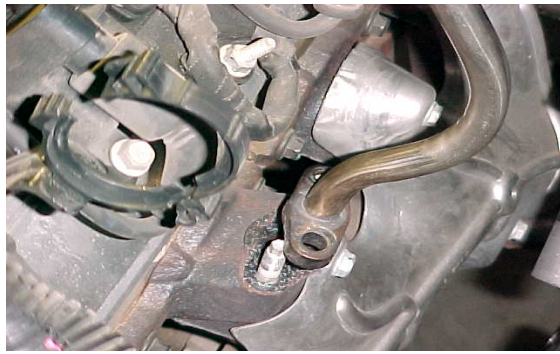
11) RE-INSTALL THE DIPSTICK TUBE ,THE SPARK PLUG WIRES. USING THE SUPPLIED FASTENERS, RECONNECT THE HEADERS TO THE STOCK Y-PIPE UNDERNEATH THE VEHICLE, USING STOCK O-RING GASKETS IN DRIVERSIDE AND PASSENGER SIDE Y-PIPE.



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 RETIGHTEN 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

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



TECH NOTES

1. **02/29/00** #1 HEADER TUBE ON 4 WHEEL DRIVE TRUCKS WAS HITTING THE DRIVER SIDE STEERING SHAFT,COLUMN. SPARK PLUG CLEARANCE WAS ALSO ADDRESSED. BOTH PROBLEMS WERE CORRECTED AND PUT IN PRODUCTION. (ALL TOOLING WAS FIXED TO THE CHANGES FOR ALL NEW PARTS MADE.
2. OLD HEADER WILL ONLY WORK ON A 2WD TRUCK.
IF CUSTOMER CALLS SEN OUT NEW DRIVER SIDE HEADER AND NEW GASKET #9241. SEND OUT 3DAY AIR NO CHARGE. NO CHARGE FOR NEW GASKET.

SHAWN GIBSON

-old style will not fit 4wd- if local set appt.n/c to customer.

As of 3/20/00 Gp115 will fit 2/4wd both.

3/13/00

grinding flanges flat on sander – should have no problems!

3/20/00

- did have problem with warped flanges from tanaka, we were grinding the flange, but was not being done properly.

- ones coming back are repairable.we sand the flanges- does not affect the chrome or stainless.
- Retorque headers from middle to outside ends.

4/11/00

CUSTOMER STAED THAT THE SERVICE ENGINE LIGHTTHAT CAME ON AFTER THE HEADERS WERE INSTALLED.I TOLD CUSTOMER TO CHECK THE SPARK PLUGS, SPARK PLUG WIRES THAT THEY WEREN'T CROSSED, THAT THERE WAS NOT ANY TYPE OF SEALANT PUT ON THE O2 SENSERS. HE HAD A BROKEN SPARK PLUG. JC

PICKING TICKET

GP500

11-25-02

QTY	PART NUMBER	DESCRIPTION
1	HE-500D	DRIVERS ASSEMBLY
1	HE-500P	PSNGR. ASSEMBLY
2	9241	HEAD GASKET
12	3529	12MM BOLTS
12	9537	STAR WASHER
6	3304	3/8" -16X 1 1/2"
6	5057	3/8" -16 FIN NUTS
6	9033	3/8" LOCK WASHERS

QUANTITY_____

PACKED BY_____

DATE_____