



GP203 CHROME HEADER

HAS NO AIR INJECTION

FORD PICKUP 7.5L 2/4WD

**O2 SENSOR, EGR FITTING, AUTOMATIC ONLY,
E40D TRANSMISSION**

“UNDER” TRANS CROSS MEMBER

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

TOOLS REQUIRED

7/16" WRENCHES (VARIOUS LENGTHS)

7/16" SOCKETS (SHALLOW AND DEEP)

1/2" WRENCHES (VARIOUS LENGTHS)

9/16" SOCKETS (SHALLOW AND DEEP)

9/16" WRENCHES (VARIOUS LENGTHS)

5/8" SPARK PLUG SOCKET

7/8" OPEN END WRENCH

15MM DEEP SOCKET

15MM BOX END WRENCH

31MM OPEN END WRENCH (PREFERABLY A LINE WRENCH)

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

LUG NUT WRENCH

HIGH-TEMP SILICONE ADHESIVE SEALER RATED AT 600 DEGREES OR MORE GOOD QUALITY RUST PENETRANT.

DISASSEMBLY

1. Remove air-cleaner-to-throttle body hoses.
2. Disconnect battery.
3. Raise vehicle at least 24" off of ground and support with jack stands or other suitable supports.

WARNING! DO NOT RELY ON BUMPER JACKS FOR SUPPORT!

4. Remove front tires.
5. Spray all exhaust fasteners with penetrant and allow to soak. Higher mileage vehicles may require soaking overnight and/or multiple doses of the penetrant so that no bolts are broken during assembly.
6. Remove connector pipe-to-exhaust manifold fasteners.
7. **NOTE SPARK PLUG WIRE LOCATIONS** and disconnect spark plug wires from spark plugs **BEGINNING WITH A TWISTING MOTION SO AS TO NOT DAMAGE PLUG WIRE BOOTS.**
8. Label and remove any vacuum hoses which may interfere with the operation.
9. Remove spark plugs.
10. Loosen **EGR** feed line with 31MM wrench at the end of the feed tube itself. **DO NOT TRY TO DISCONNECT THIS LINE BY WORKING ON THE FITTING THAT THREADS DIRECTLY INTO THE EXHAUST MANIFOLD!**
11. Remove exhaust manifold-to-cylinder head bolts and remove exhaust manifolds from top of vehicle.
12. Remove engine oil dipstick and tube assembly **GENTLY** (using a twisting /pulling motion) and set aside.
13. Disconnect Oxygen Sensor wiring at point of exit from wiring loom (**NOT** as point of entry into connector pipe!) and remove sensor using 7/8" open end wrench.

WARNING! FAILURE TO DISCONNECT OXYGEN SENSOR FROM LOOM FIRST will cause lead wire to become twisted when removing sensor from connector pipe. Damaging the lead wire **AT ALL** can throw off the entire computer fuel control system. **DON'T TAKE THE CHANCE!!**

14. Remove all bolts from the connector pipe, then remove connector pipe from vehicle.

TAKE A BREAK!

ASSEMBLY

1. Check header-to-head gaskets against headers and mark gaskets so as to indicate “header side.”

NOTE: It is possible to install gaskets with incorrect side out! If port alignment is not checked prior to assembly and gaskets are installed wrong-side-out, **SEVERE LEAKS WILL OCCUR!**

2. Put adhesive onto gaskets and allow to cure.
3. Install passenger side header from bottom of vehicle. Start 2nd bolt from front to support header during the next step.
4. Observe header bolt holes and their locations relative to the front of the vehicle. We’re calling the **FRONT** bolt “#1 bolt” and the **REAR** bolt “8 bolt”.
5. Remove #2 bolt and install gaskets. Re-install #2 bolt, but **DON’T TIGHTEN IT YET.**
6. Install #1 and #3 bolts from original exhaust manifold into their respective holes **LOOSELY.**
7. Install remaining **HEADER** bolts into passenger side holes **LOOSELY.**
8. Tighten all passenger side header-to-head fasteners to approximately 35ft/lbs.
9. Re-install spark plugs into passenger side head **ELIMINATING STOCK HEAT SHIELDS.**

NOTE: These headers are designed so that the cumbersome stock heat shields are no longer needed **PROVIDING THAT COMMON SENSE IS USED WHEN ROUTING SPARK PLUG WIRING.**

10. **CAREFULLY** re-install spark plug wiring onto passenger side spark plugs.
11. Slide under vehicle and place connector pipe-to-catalytic converter into place on studs protruding from catalytic converter flange.
12. Install connector pipe assembly (less driver side slip-on section) onto catalytic converter and **START** bottom two nuts onto studs. Install new catalytic converter flange hanger bracket (supplied) into stock rubber support and slide hanger onto upper cat flange studs. **START** upper nuts onto studs.
13. Place **DRIVER’S SIDE HEADER** into vehicle from underneath and start **EGR** feed tube nut into fitting protruding from header

USING ONLY THE FIRST THREE OR FOUR THREADS (DON’T TIGHTEN!) Install gaskets and #8 (rear) header bolt **LOOSELY** into

head.

14. Start the **FACTORY ORIGINAL BOLT** into the #7 bolt hole, and then start the remaining header bolts on the driver's side.
15. Tighten all of the header-to-head bolts on the driver's side.
16. Re-install the engine oil dipstick **CAREFULLY** into the pan and re-attach the factory dipstick support bracket **USING THE 5/8" X 5/8" TUBULAR SPACER PROVIDED IN THE KIT** to space the oil dipstick away from the header.
17. Tighten the **EGR** feed tube fitting.
18. Install slip-fit section of connector pipe into main connector pipe and rotate so as to align flanged end with bottom of header.
19. Install conical gaskets into bottom (collector) of both headers (steel flanged end of conical gasket into header) and attach connector pipe to headers with supplied hardware.
20. Install oxygen sensor into connector pipe, slide heat sleeve material over oxygen sensor wiring, and re-connect oxygen sensor wiring at wiring loom end.

WARNING! Be sure that oxygen sensor wiring is routed away from areas of high heat, and that there is ample slack in the wire to allow for exhaust system flex!

21. Re-install spark plugs and wiring (also less factory heat shielding) on driver's side and replace any vacuum lines that were disconnected.
22. Tighten all remaining bolts and check those previously tightened.
23. Replace battery cable and air-cleaner-to-throttle-body hoses, and check for any other components that may be missing.
24. Start engine and check for leaks.

WARNING! Gloves or other protection should be worn to protect installer from burns due to hot exhaust components during these final steps!

25. After approximately 20 minutes of engine operation, **RE-TIGHTEN ALL BOLTS!** This step is **VERY CRITICAL** to prevent gasket failure!

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

NOTE: Header bolts should be checked periodically for tightness to prevent gasket blowout. The bolts **DON'T** back out-they **STRETCH** due to the continuous hot/cold cycling, and will eventually take a set. Since they loosen **WITHOUT TURNING**, safety wiring and/or any of the various "locking" devices on the market are **NO SUBSTITUTE FOR RE-TIGHTENING THE BOLTS FROM TIME TO TIME!**

Due to varying conditions, we strongly recommend having the engine re-tuned 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 in materials, workmanship, and service. Please call if any problems arise – ***WE WANT ONLY HAPPY CUSTOMERS!***