GIBSON
PERFORMANCE EXHAUST SYSTEMS

GP135S
STAINLESS HEADER

CAMARO 6.2L

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

WARNING! – Do not rely on bumper jacks or chassis jacks for support during header installation. The subject vehicle should be raised and supported with jacking equipment and jack stands or ramps intended for undercarriage auto maintenance. It is extremely dangerous to work under an improperly raised and/or supported vehicle.

WARNING! - Make certain there is ample clearance around components such as brake lines, brake proportioning valves, fuel lines, hoses and pumps, and electrical components and wires. In some cases it may be necessary to relocate items that may be adversely affected by exhaust system heat.

NOTE: These procedures are documented on factory standard-equipped vehicles with original configuration compliance. Any modification of the subject vehicle may dictate modification to these procedures.

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

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

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!)

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

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

13MM SOCKET

15MM SOCKET/ WRENCH

9/16" COMBINATION WRENCHES

5/8" THIN WALL SPARK PLUG SOCKET

JACK STAND AND FLOOR JACK

GOOD RUST PENETRANT

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.

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 JACKSTANDS.

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 SLIP CONNECTORS LOCATED JUST AFTER YOUR FACTORY CONVERTERS, THEN UN-CLIP ALL FOUR O2 SENSOR WIRES.

4. REMOVE THE ENGINE COVER THAT COVERS YOUR INTAKE MANIFOLD.

5. REMOVE ALL OF YOUR SPARK PLUG WIRES & PLUGS.

6. ON DRIVERS SIDE, REMOVE ALL SIX MANIFOLD BOLTS USING A 13MM SOCKET OR WRENCH, THE MANIFOLD & CONVERTED ASSEMBLY WILL COME OUT FROM THE BOTTOM. ONCE YOU HAVE IT OUT REMOVE THE CONVERTER PIPE FROM THE MANIFOLD WITH A 15MM SOCKET OR WRENCH.

7. ON PASSENGER SIDE, REMOVE DIPSTICK THEN UN-BOLT & PULL OUT THE TUBE. NEXT, REMOVE ALL SIX MANIFOLD BOLTS USING A 13MM SOCKET OR WRENCH; THE MANIFOLD & CONVERTER ASSEMBLY WILL COME OUT FROM THE BOTTOM. ONCE YOU HAVE IT OUT REMOVE THE CONVERTER PIPE FROM THE MANIFOLD.

8. INSTALL YOUR NEW DRIVERS SIDE HEADER USING THE NEW GASKET & HARDWARE PROVIDED. INSTALL YOUR PLUGS & WIRES, ON THE BACK WIRE YOU NEED TO WRAP IT WITH THE HEAT WRAP PROVIDED. TORQUE BOLTS TO 20LBS ON TIGHT, REMEMBER YOU ARE INSTALLING A STEEL BOLT INTO A ALUMINUM CYLINDER HEAD DO NOT OVER TIGHTEN THEM.

9. INSTALL YOUR PASSENGER SIDE HEADER USING THE NEW GASKET & HARDWARE PROVIDED. INSTALL YOUR PLUGS & WIRES, ON THE BACK PLUG YOU NEED TO WRAP IT WITH THE HEAT WRAP PROVIDED. TORQUE TO 20LBS OR TIGHT, REMEMBER YOU ARE INSTALLING A STEEL BOLT INTO AN ALUMINUM CYLINDER HEAD DO NOT OVER TIGHTEN THEM. RE-INSTALL YOUR DIPSTICK TUBE & DIPSTICK.

(NOTE: THIS HEADER NEEDS TO BE PUT IN THROUGH THE BOTTOM)

10. FROM THE BOTTOM INSTALL BOTH DRIVER & PASSENGER SIDE CAT ASSEMBLY USE YOUR FACTORY HARDWARE, PLUG IN ALL O2 SENSORS, & RE-INSTALL YOUR SLIP CONNECTORS & ENGIN COVER.

11. RECONNECT THE BATTERY.

12. RE-CHECK EVERYTHING!

13. START THE ENGINE, CHECK FOR LEAKS AND TEST DRIVE. THEN LET THE ENGINE COOL AND THEN RE-TORQUE THE HEADER BOLTS.

14. 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
(1) BOLT KIT
(2) HEAT WRAP 6”

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 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.

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.

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.

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.