



**PERFORMANCE EXHAUST SYSTEMS**

# **GP600S STAINLESS HEADER**

**TOYOTA PICKUP 2.4L 2WD**

**GP600S HEADERS ARE NOT 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.*

## **TOOLS SUGGESTED**

15MM BOX END WRENCH AND/OR 15MM DEEP SOCKET

9/16" SOCKETS (ONE SHALLOW/ONE DEEP)

13MM SOCKET & 12MM WRENCH

9/16" COMBINATION WRENCHES

JACK STAND

FLOOR JACK

**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!)

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 do 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.

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

# **PARTS LIST**

1	DRIVERSIDE HEADER
1	HEADPIPE ASSEMBLY
2	BOLT KITS
1	HEAD GASKET
1	AIR TUBE GASKET
1	EGR GASKET
1	EGR GASKET CENTER
1	2 $\frac{1}{2}$ " CLAMP
1	STEEL DONUT GASKET

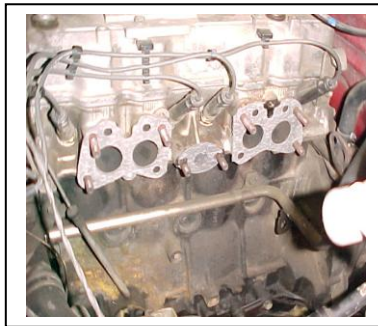
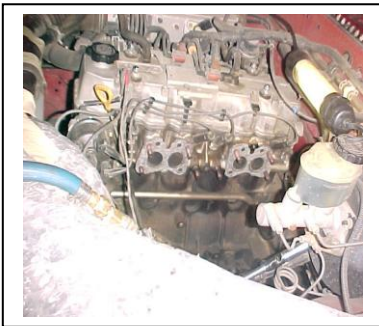
# HEADER INSTALLATION INSTRUCTIONS

## GP600 SHORTY HEADERS

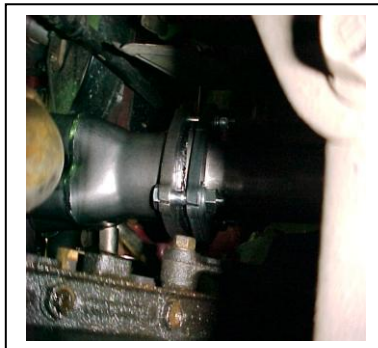
1. STARTING ON FLAT GROUND REMOVE POSITIVE SIDE BATTERY CABLE. THEN JACK UP VEHICLE USING A FLOOR JACK NOT A BUMPER JACK. SUPPORT VEHICLE WITH JACK STANDS TO WORK FROM UNDERNEATH OF VEHICLE.
2. REMOVE HEAT-SHEILD THEN SPRAY WD-40 ON ALL FASTNERS FOR EASIER REMOVAL. FROM UNDERNEATH VEHICLE DISCONNECT O2 SENSOR PLUG THEN REMOVE STOCK HEAD-PIPE ASSEMBLY, SAVE O RING GASKET AND CATALITIC CONVERTER WILL BE REUSED ON INSTALL OF GIBSON HEADPIPE.



3. NOW BACK UP TOP REMOVE EGR RACK THEN REMOVE MANIFOLD AND STOCK GASKETS. CLEAN HEAD SURFACE USING GASKET SCRAPER. THEN INSTALL SUPPLIED GASKET AND GIBSON HEADER, MAKE SURE TO INSTALL 2 BOLT GASKET IN MIDDLE OF CYLINDER HEAD. TORQUE HEADER TO 35 FTS.



4. NOW STARTING UNDERNEATH PUT IN SUPPLIED DONUT GASKET IN BOTTOM OF HEADER.

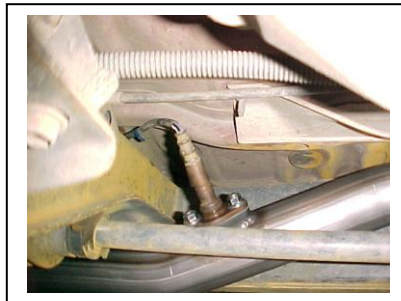


5. AFTER INSTALL OF DONUT GASKET, INSTALL SUPPLIED Y-PIPE USING SUPPLIED HARDWARE.

WHERE FLANGE MEETS CATALITIC CONVERTER USE SUPPLIED HARDWARE AND STOCK O RING GASKET FOR INSTALLATION.



6. AFTER HEADPIPE IS INSTALLED USE 2 1/2" CLAMP AND CLAMP HEADPIPE TO STOCK MOUNTING BRACKET. THEN INSTALL FACTORY O2 SENSOR IN HEADPIPE. DOUBLE CHECK FOR CLEARANCE ON HEADPIPE AND TORQUE TO 35 FTS.



7. AFTER HOOK-UP OF HEADER & Y-PIPE ASSEMBLY LET IT COOL DOWN AND RETORQUE HEADER AND Y-PIPE ASSEMBLY TO PREVENT LEAKS.