



# GP601S-C CERAMIC HEADER

TOYOTA TACOMA TRUCK 3.4L 2/4WD AUTOMATIC  
TOYOTA T-100 TRUCK 3.4L 2WD AUTOMATIC

**GP601S-C 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 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*

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.

**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.

**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

## **PARTS LIST**

<b>QTY.</b>	<b>Part #</b>	<b>Description</b>
<b>1</b>	<b>HE-601SD</b>	<b>Driver Side StainlessHeader</b>
<b>1</b>	<b>HE-601S P</b>	<b>Passenger Side Stainless Header</b>
<b>1</b>	<b>97003</b>	<b>Driver Side Gasket</b>
<b>1</b>	<b>97003</b>	<b>Passenger Side Gasket</b>
<b>2</b>	<b>14025</b>	<b>4x10” Long Heat-Wrap</b>
<b>8</b>	<b>14031</b>	<b>Stainless Wires Strips</b>
<b>12</b>	<b>Zip-Tie</b>	<b>Zip Ties</b>
<b>1</b>	<b>BO-1050</b>	<b>Bolt kit</b>
<b>1</b>	<b>4333</b>	<b>Transmission bracket</b>
<b>1</b>	<b>14032-10</b>	<b>2”x10” Heat wrap</b>

## **SUGGESTED TOOLS**

**10MM, 12MM, 14MM, 15MM, 17MM 9/32” SOCKETS (SHALLOW AND DEEP)**

**10MM, 12MM, 14MM, 15MM, 17MM WRENCHES (VARIOUS LENGTHS)**

**RACHET/ EXTENSIONS**

**SCREW DRIVERS**

**WD 40**

**02 SENSOR SAFE SILICONE**

# GP601S-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.

Place Vehicle in 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 workspace under the vehicle, to remove manifolds and Install header. Use jack stands to support vehicle. Do not rely on bumper jack. Make sure to wear eye protection. Spray WD-40 on all fasteners for easy removal.



STARTING FROM UNDERNEATH THE VEHICLE LOOSEN FASTENERS ATTACHING THE Y-PIPE TO THE EXHAUST MANIFOLD DISCONNECT. Y-PIPE ASSEMBLY FROM IN FRONT OF CATALYTIC CONVERTER AND BOTH EXHAUST MANIFOLDS.



NOW INSTALL DRIVER SIDE SUPPLIED GASKET AND HEADER TORQUING HEADER TO 30 TO 35FTS REUSING STOCK HARDWARE ON CYLINDER HEAD. MAKE SURE TO Z-TIE CLUTCH CABLE AWAY FROM HEADER FOR HEAT PROTECTION.



JUST LET Y-PIPE ASSEMBLY HANG OUT OF THE WAY. MAKE SURE TO SAVE FACTORY GASKETS; THEY WILL BE USED LATER IN THE INSTALLATION OF THE HEADERS.



NOW START ON PASSANGER SIDE REMOVE ANY BRACKETS FOR REMOVAL OF MANIFOLD. NOW REMOVE STOCK HARDWARE AND MANIFOLD MAKING SURE TO CLEAN HEAD SURFACE FOR INSTALLTION OF GIBSON HEADER.



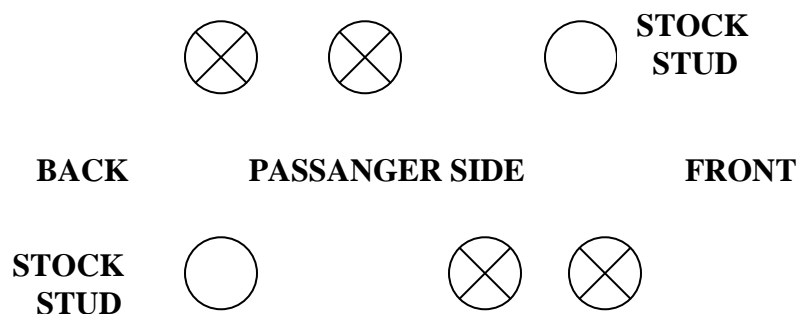
REMOVE THE CLUTCH CABLE BRACKET AND REMOVE FROM DRIVERSIDE CABLE. NOW LOOSEN STOCK FASTENERS MAKING SURE TO LEAVE STOCK EXHAUST STUDS IN CYLINDER HEAD. REMOVE MANIFOLD OUT THROUGH THE TOP.



REMOVE THE STOCK STUDS WITH X'S THREW THEM FOR INSTALL.THEY ARE SUPPLIED 10MM BOLTS FOR INSTALL. SEE ILLUSTRATION BELOW.

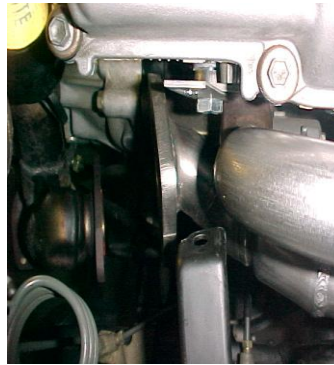


NEXT, USE SUPPLIED 10" HEATWRAP TO WRAP AROUND THE CLUTCH CABLE. ALSO USE SUPPLIED STAINLESS WIRE STRIPS TO WRAP AROUND CLUTCH CABLE.





NOW INSTALL SUPPLIED HEADER GASKET, AND HEADER USING STOCK HARDWARE ON HEADER, TORQUING HEADER TO 30 TO 35 FTS. REINSTALL ANY BRACKETS TO CYLINDER.



INSTALL SUPPLIED TRANSMISSION BRACKET EXTENSION FOR DIPSTICK MOUNT THAT BOLTS TO LAST UPPER LEFT HAND. BOLT ON PASSENGER SIDE (EXTENDS AWAY FROM HEADER TUBE)! ALSO USE SUPPLIED HEAT WRAP ON A/C LINE TO PROTECT FROM HEAT DAMAGE.

NOW WHEN INSTALLING FACTORY Y-PIPE AND RE-USING STOCK O-RING GASKETS, IT'S RECOMMENDED TO USE O2 SENSOR SAFE SILICONE ON FLANGE AND O-RING CONNECTION TO HEADER. THIS WILL HELP SEAL THE HEADER TO Y-PIPE. BUT ALSO HOLD O-RING GASKET IN PLACE DURING INSTALLATION OF Y-PIPE. NOW TIGHTEN Y-PIPE ASSEMBLY USING SUPPLIED HARDWARE. NOW INSTALL CATALYTIC CONVERTER SIDE ONTO Y-PIPE USING O2 SENSOR SAFE SILICON.

NOW RECONNECT BATTERY CABLES. ALSO RE-CHECK AND TIGHTEN ALL HARDWARE. NOW START THE ENGINE AND LET IT WARM UP. CHECK FOR LEAKS. THEN SHUT ENGINE OFF AND LET IT COOL DOWN, AFTER THE ENGINE HAS COOLED DOWN DOUBLE CHECK THAT ALL FASTENERS ARE TIGHT.

"RECOMMENDED ABOUT 200 TO 300 UNDER TORQUE," ALL FASTENERS AGAIN ARE RECOMMENDED AT EVERY OIL CHANGE. THIS WILL PREVENT LEAKS IN HEADER.

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!**