

# Installation Instructions for 31886 Universal Weld-up Header Kit

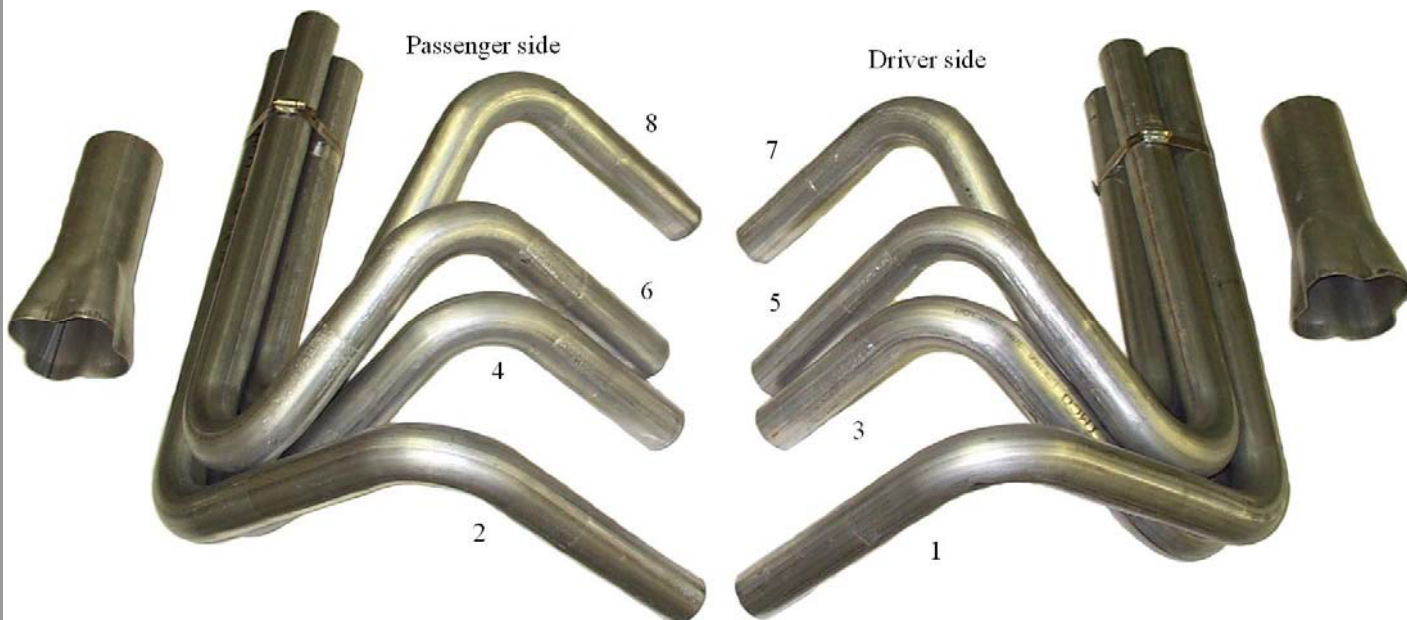
**NOTE:** This kit includes two collectors and eight primary tubes.

**NOTE:** This product is designed primarily for off-road use or on vehicles that were not originally equipped with catalytic converter(s).

**NOTE:** Cutting and welding is necessary to install this kit, and modifications to the primary tubes may be necessary to fit your application. You will also need to purchase the proper block plates (3/8" thick, available through JEGS), gaskets, fasteners, and other items not included in this kit.

**Kit Contents:**

- 2) # 218225400 10" long header collectors 4"
- 1) # 2214401 bank 1 primary 2-1/4"
- 1) # 2214403 bank 3 primary 2-1/4"
- 1) # 2214405 bank 5 primary 2-1/4"
- 1) # 2214407 bank 7 primary 2-1/4"
- 2) primary squares # 2793
- 1) # 2214402 bank 2 primary 2-1/4"
- 1) # 2214404 bank 4 primary 2-1/4"
- 1) # 2214406 bank 6 primary 2-1/4"
- 1) # 2214408 bank 8 primary 2-1/4"



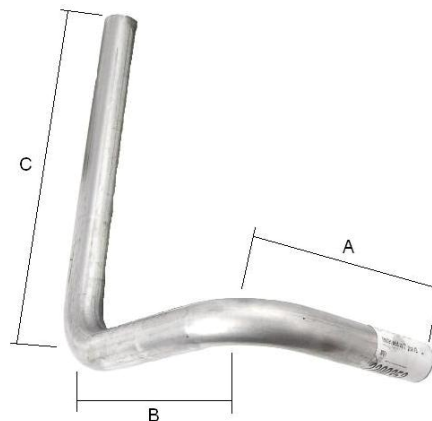
**DANGER WARNING:** Should the purchaser decide to install this exhaust product at home, be warned that pleasure car or light duty truck/van "bumper" jacks are intended for emergency use only. The use of frame contact jack stands in conjunction with a floor jack as main support is highly recommended to minimize accidental dropping of a vehicle while the installation proceeds. Be sure to have your vehicle supported in a safe manner.

| Tube #            | A*    | B*    | C*    |
|-------------------|-------|-------|-------|
| 2214408 & 2214407 | 11.5" | 13.5" | 16"   |
| 2214405 & 2214406 | 9.5"  | 10"   | 18.5" |
| 2214403 & 2214404 | 11"   | 12.5" | 17.5" |
| 2214401 & 2214402 | 9.5"  | 12.5" | 19"   |

\* All dimensions are from centerline to centerline of the tube

|                   |         |
|-------------------|---------|
| 2214408 & 2214407 | 39.5"   |
| 2214405 & 2214406 | 37.5"   |
| 2214403 & 2214404 | 40"     |
| 2214401 & 2214402 | 38.625" |

\* Cut length is the length of the tube before bending



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### **Installation Instructions:**

- 1) Remove the original exhaust manifolds or headers from the head.
- 2) Install the flange (purchased separately) to the head to allow for a mock-up fit, using your header bolts, purchased separately.
- 3) The front tube (bank 1 and 2) on both sides exits to the outside bottom. The next tube (bank 3 and 4) on both sides exits to the inside bottom. The next tube (bank 5 and 6) on both sides exits to the inside top. The last tube (bank 7 and 8) on both sides exits to the outside top.
- 4) We recommend fitting for the 3 and 4, and 5 and 6 tubes first, so as to make clearance with the frame, tires, suspension, etc.
- 5) You will need to trim the ends of the tubes going to the flange to length for proper fit. Some applications may require additional tubing or bends for fit.
- 6) Once you have the inlet end of the tubes trimmed to length, we recommend tack welding the tubes in place.
- 7) After the tubes are tack welded, remove the header bolts and header, and weld the tubes to the flange. Use minimum heat when welding the tubes to the header flange. Too much heat will warp the flange. Try clamping the flange to a flat surface to minimize distortion from the welding process.
- 8) Trim the ends of the header primary tubes to an equal length on both sides.
- 9) In between the 4 equally cut primaries at the end, you will need to weld in the primary square. You will need to trim the primary square to fit in between the 4 tubes, fill any holes or gaps that could leak.
- 10) Make a weld on the four connection points of each primary tube to one another on the collector end, this weld should be longer than where the collector will overlap the tubes. You will also need to weld the tubes on the end with the primary square to ensure a seal.
- 11) Weld the header collectors to the primaries. Check the headers for any weld leaks.
- 12) Install the welded header to both sides using the gaskets and header bolts purchased separately.
- 13) Connect the headers to your existing exhaust system, or you will need to fabricate a new exhaust system from this point. After several days of driving, check the header bolts for tightness and leaks.

