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JULY 2006
VOLUME 8, NO. 7
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Bolt-on Power!

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4 Wheel & Off-Road Magazine - Nov. 1998

+24 RWHP
+25 LB-FT
with JBA Performance Headers & Exhaust



P/N 1850-2JS shown Silver Ceramic Coated

+20 RWHP
+22 LB-FT
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04-06 FORD F-150 5.4L

JBA Cat4ward® Headers

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- :: .375" laser-cut flanges
- :: Bolt-on install
- :: High quality hardware
- :: Optional silver or titanium ceramic coating

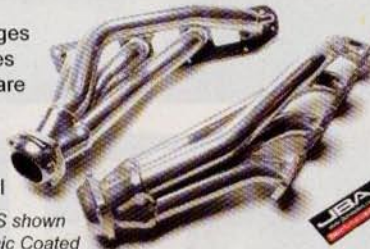
P/N 1676SJT shown Titanium Ceramic Coated

03-06 DODGE 5.7L HEMI

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- :: Optional silver or titanium ceramic coating
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- :: 50 state smog legal

+15 RWHP
+14 LB-FT
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P/N 1962JS shown Silver Ceramic Coated

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STAINLESS STEEL

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- :: High quality hardware
- :: Bolt-on install
- :: JBA Firecone® collector
- :: Optional silver or titanium ceramic coating



P/N 2010S shown Stainless Steel

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Truckin' Magazine - Oct. 2003

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Power Tubes

Installing JBA Headers 5.7-liter Performance Headers

Text and Photos by Travis Noack

Torque, horsepower, throttle response, and pure pavement rippling grunt are great features to have in any truck. Whether you use your truck for work or show, authoritative exhaust notes and additional power lurking under the throttle are worth their weight in gold when climbing a



steep grade with toys in tow or attempting to claim stoplight to stoplight bragging rights. One of the simplest ways to unleash a little trapped horsepower is to ditch those stock cast iron exhaust manifolds for a set of performance-tuned exhaust headers. JBA Headers out of San Diego, California, has been bending up performance tubes for more than two decades and certainly has the recipe nailed when it comes to exacting more power out of many popular V-8 and V-6 pickups. To test JBA's reputation we decided our Vortec 5.7-liter equipped '99 Chevy C/K2500 could use some increased breathing on the exhaust side and headed south to JBA for a pair of their stainless steel headers. Sit back, relax and get ready to be floored by the trapped ponies that finally get to run. ■

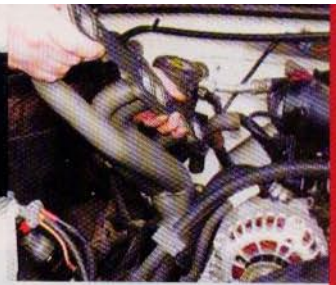


Here are the JBA 5.7-liter headers. JBA's headers are made of 409 stainless steel and we chose to option them with a titanium ceramic high-temp coating for improved durability. The burly 3/8-inch thick flanges are CNC laser cut for rigidity.



While we were at it we tossed in some new spark plugs from ZEX to replace the original candles still filling the holes. ZEX is a division of Comp Cams and offers this cool spark plug kit complete with eight spark plugs, a gapping tool and a magnifying glass. ZEX Power Tune plugs developed for engines up to 400-hp feature ZEX patented Clean Fire technology incorporating three additional ground straps to efficiently clean the center electrode to burn off excess carbon and ensure max ignition power.

■ INSTALLING JBA HEADERS



Since the plugs were original it was extremely obvious that the plug wires were as well. We chose to install a fresh set of JBA Power Cables replacement plug wires and coil wire along with an OEM replacement distributor cap and rotor to hit the dyno with a quick tune-up. JBA Power Cables feature 100 percent silicone jackets, wire wound mag conductors, high heat boots, and are custom-tailored to be application specific. A cylinder label on each wire eases installation. These wires are also designed for high heat applications so as not to deteriorate under heated situations. Featuring half the ohm resistance of the factory wire JBA Power Cables allow more spark energy to get to the plug. These wires are available in 8mm or 9mm diameters.



Our crew cab project went onto the lift to install the headers. At the time of this install the truck had already been treated to a performance air intake system, a Flowmaster muffler and 4.56:1 ratio rear end gears.



Wes soaks the collector bolts with some lubricant before breaking them loose.



The impact makes quick work of removing the collector hardware, and with the crossover pipe supported by a muffler jack, the manifolds are free underneath.



After the spark plug wires were pulled off the plugs, Wes unbolted the factory wire loom bracket in preparation for unbolting the factory exhaust manifold.



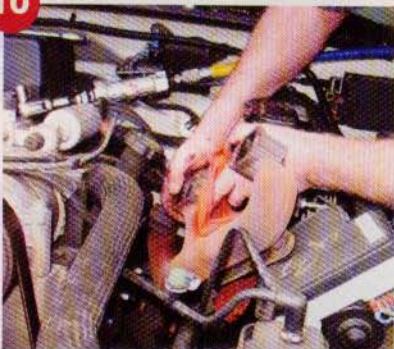
The factory EGR tube was unbolted from the driver's side manifold before moving onto the manifold bolts.

9



The exhaust manifold bolts were busted loose with the air ratchet and socket.

10



The exhaust manifold is removed from the engine compartment.

11



Our driver's side header was installed with supplied gasket and torqued to specification.

12



Ready to fry the hides and pull some numbers, the JBA tube waits patiently to say its first words.

13



JBA provides a spacer to move the factory spark plug wire loom bracket out a bit to keep the wires safe from the hot pipes.

14



The JBA Power Cable spark plug wires were run according to the firing order from the distributor cap to all eight plugs.

15



All of JBA's performance headers feature a specially designed and patented Fire Cone collector which is designed to draw the next exhaust pulse and significantly improve the scavenging of exhaust gases. For optimum exhaust leak prevention JBA builds their pipes with a .190 thousandths thick collector dome.

16



Before unbolting and removing the passenger side exhaust manifold Wes had to remove the oil dipstick.

17



The passenger side manifold was unbolted and removed.

18



With the supplied gasket in place the passenger side header was lowered into its position of power.

19



Our passenger side JBA header was firmly bolted down and ready to sing a new performance tune.

20



The collector bolts were retightened and we were ready to hit the dyno. Before rolling onto the JBA Speed Shop dyno we plugged in our new Superchips, Inc. hand-held tuner (the amazing features of this tuner will be covered in another segment) and reprogrammed the truck's computer for our monster 35-inch-tall tires, 4.56:1 gear alteration, adjusted the transmission shift points, and reprogrammed for 91 octane fuel. All things considered, a peak increase of 16 horsepower was realized at 4,118 rpm, while a peak torque increase of 46 ft.-lbs. was realized at 3,538 rpm.

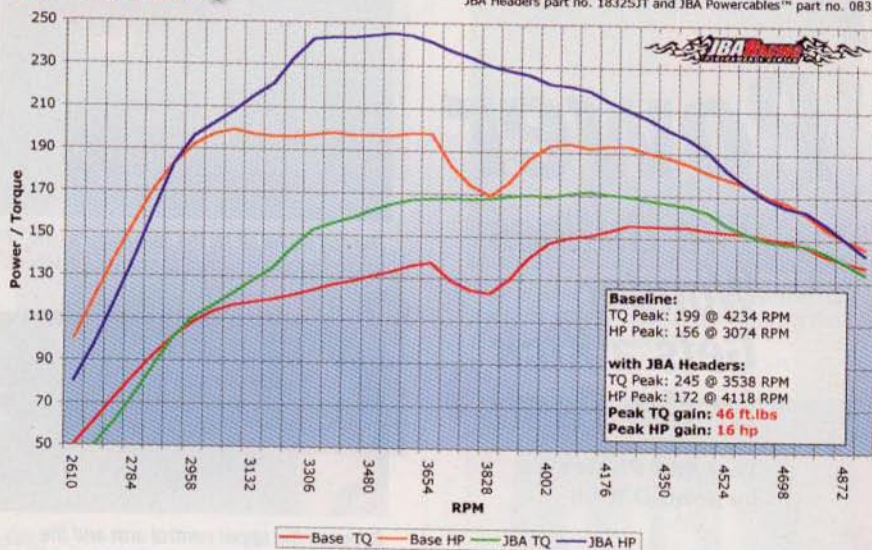
■ INSTALLING JBA HEADERS



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[E-MAILBOX]



TOTALLY EXHAUSTED

Dear StreetTrucks,

I have a '96 Chevy C-1500 extended cab pickup and I am looking for some 50-state legal headers to unleash more power from my 5.7-liter V-8 that's sitting between the truck's frame rails. The truck is slammed with a static 5/7-drop, so I am looking for headers of a "shorty" variety to maintain optimum clearance. I live in Santee, California, and I am looking for a shop or manufacturer locally where I can purchase the headers and have them installed as I live in a small apartment complex and have no room to wrench.

Thank You,
Jason Michaels

Jason,

You are in luck. JBA Headers, located in San Diego, California, has the tubes you need to pull more power out of your 5.7-liter Vortec engine. In fact, there is an article in this very issue where we bolted JBA's 5.7-liter headers on one of our projects and made 16 hp and 46 ft.-lbs. of torque. The headers are shorties

and will not affect your ground clearance issues. To get a hold of JBA you can hit your telephone keypad to the tune of 800.830.3377 or look them up on the Web at www.jbaheaders.com.

For installation, give the JBA Race Shop a call at 858.495.3395 or direct your keyboard to www.jbaracing.com. Good luck with your power quest Jason.

SQUARE BODY FAN

Hey StreetTrucks Team,

First off I wanted to say great job on the May 2006 issue of StreetTrucks. I have had a soft spot for the '73-87 Chevy and GMC pickups for a long time and often wondered why more people don't build them. Looks like from that issue that the square body bug is definitely biting more than a few enthusiasts. The builders guide you guys put together was helpful and informative. I currently have an '83 Chevy short bed and I had a question regarding reassembly components. I have gone through my whole truck, including dropping it on air, putting big wheels and tires underneath it, doing all the metalwork and paint, installing a fresh crate motor, and having the interior completely done in two-tone leather. My question is,

where can I get replacement glass, weatherstripping and window felt? I have put a lot of work into this truck and want to put it back together right.

Sincerely,
Mike Stansfield

Hey Mike,

We are glad you liked the May issue with the entire Chevy '73-87 C-10 coverage. We think those trucks are pretty hot, too, and expect to see many more fine examples pop up at the shows this summer. To answer your question on the reassembly of your C-10, we will point you to the pros at LMC truck. The folks at LMC have everything you will need in their huge catalog to put your truck back together better than new. Replacement trim, glass, seals, and everything you will need to achieve great fit and finish can be found at LMC. To get a hold of the parts you need give LMC a call at 800 LMC.TRUCK or look them up on the Web at www.lmctruck.com.

I NEED SPACE FOR BASS

Hey StreetTrucks,

Here is my problem. I have a '97 Toyota Tacoma standard cab that I am slowly turning into a show truck and I am currently working on assembling a smoking audio system for the truck. As you can imagine, with the standard cab, my options are fairly limited for excessive bass, and I do not really have the budget to cut the bulkhead of the bed and port the box through the cab and into the bed. Do you have any suggestions

HELP STREETTRUCKS HELP YOU!

We feel the E-mailbox section helps readers achieve their custom truck goals, and we do our best to help our faithful readers find what they are looking for. But in order for us to keep the column going strong, we need your inquiries. If you have a custom truck question or are pondering performing some modifications on your ride and want advice, hit us up and we will put our heads together to help you. Send all questions or concerns about your ride or StreetTrucks to: 265 S. Anita Drive, Suite 120, Orange, CA 92868 or e-mail us at one of the following addresses.

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