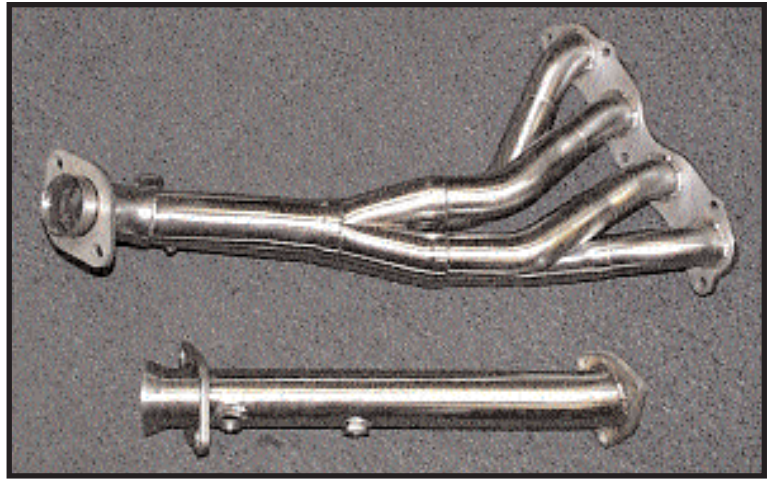




989-301 - RACE HEADER

2002-04 Honda Civic Si



PARTS INCLUDED

- 1 - Header
- 1 - B Pipe

HARDWARE INCLUDED

- 3 - M10-1.25x30mm Hex Flange Bolt
- 3 - M10-1.25 Hex Flange Nut
- 1 - 3-Bolt Flange Gasket
- 1 - Conical Gasket

INSTALLATION INSTRUCTIONS

THIS HEADER IS NOT LEGAL FOR USE ON A CALIFORNIA HIGHWAY. IT IS INTENDED FOR OFF HIGHWAY RACING USE ONLY. CHECK THE LAWS IN YOUR PARTICULAR STATE BEFORE INSTALLING THIS HEADER AND DRIVING IT ON A PUBLIC HIGHWAY.

Because this is a "Race Only" product, it will not meet emissions standards. As it is a "Race Only" product, it will also cause the "Check Engine" light to be illuminated after three complete driving cycles. This is not a problem for maximum performance. The "Check Engine" light will not cause the engine computer to go into a "Safe Mode". It is only a system function indicator.

Special Note on the handling of your Jackson Racing Stainless Steel header: Congratulations on your purchase of the Jackson Racing Stainless Steel header. This is the finest header on the market today. It is constructed from 100% stainless steel. Including the flanges. It will not rust! But special care must be taken during the installation and handling of the Stainless Steel if you want the tubing to always look good. If any oil or grease or even finger prints get on the tubing, wipe the tubing down with a solution of mild detergent and water and towel dry. This will leave your header with a non-contaminated surface so that it will turn a beautiful gold color after being run. If oil or grease are allowed to stay on the surface it will discolor the tubing permanently.

Special Note: If you do not have a shop manual, buy one now! It is good to have for any repairs now and in the future.

Tools Needed: 10, 12, 14 sockets and wrenches. You will also need a Oxygen Sensor removal tool or 22mm wrench or socket to remove the stock Oxygen sensors from the catalytic converter and install them in the new Jackson Racing header. Most of these tools are available at your local hardware or auto parts store.

IF YOU ARE NOT A COMPETENT MECHANIC, DO NOT ATTEMPT THIS INSTALLATION!

ALLOW AT LEAST ONE HOUR FOR THE EXHAUST SYSTEM TO COOL BEFORE DOING ANY EXHAUST SYSTEM INSTALLATION WORK.

READ THESE INSTRUCTIONS THOROUGHLY! Follow the instruction STEP-BY-STEP, and your installation will be trouble free. If in doubt, CALL! It is also suggested that as you proceed through the installation you read a few steps ahead so that you are sure to catch all notes and hints

1. Put your car on jack stands. NEVER WORK UNDER A CAR NOT SUPPORTED BY JACK STANDS OR RAMPS.
2. NOTE: Loosen the two O2 sensors in the catalytic converter BEFORE removing the catalytic converter mounting bolts. Unplug both O2 sensors from under the car. Unclip their wire harnesses from the chassis.
3. Remove the three (3) 14mm nuts that secure the catalytic converter to the cat-back muffler system.
4. Remove the two (2) 12mm headed bolts, nuts and springs that secure the catalytic converter to the stock exhaust header.
5. Remove the rubber hanger from the catalytic converter and remove the catalytic converter from the car.
6. Remove the mounting bolts and bracket that secured the stock header to the engine block.
7. Remove the mounting bolts and nuts that secure the stock header to the cylinder head and lower it out of the engine compartment.
8. Transfer the O2 sensors from the original catalytic converter to the new lower "B" pipe assembly. Lube the threads of the O2 sensors carefully before installing them into the new "B" pipe. Do not get any lubricant on the ceramic of the O2 sensor as it may effect the operation of the O2 sensor.
9. Raise the new Jackson Racing header up onto the factory studs of the cylinder head and torque all mounting hardware to 16 ft. lbs.
10. Install the rubber hanger onto the header.
11. Install the new Ball Socket donut onto the header.
12. Install the new "B" pipe onto the Ball Socket donut. Install the three 10mm mounting bolts, nuts, and gasket between the "B" pipe and the Cat-Back.
13. Install the original 12mm headed bolts through the original mounting springs, through the lower "B" pipe flange, through the header flange and install original nuts onto these two bolts. Tighten these nuts and bolts up until there is approximately 1" between the top of the spring/washer assembly and the flange of the lower "B" pipe. This will allow the lower pipe to move as the engine moves under acceleration. If you tighten the nuts until the spring is collapsed it will damage the head pipes over time, as it will have no flex in it.
14. Plug the O2 sensors back into their respective plugs.