

## HEADER INSTALLATION INSTRUCTIONS

**PART NUMBER: D324**

**Application; 1970-81 Camaro**

**1975-79 Chevy II/Nova ~ 1978-81 Firebird/Trans Am**

**1977-79 Ventura/Phoenix ~ 1974 GTO**

**With Chevrolet 265-400 Small Block**



**WARNING:** These headers are legal for Off Highway use (except in California or states that have adopted California emission standards) or Racing use (which may never be used on a Highway), or for use on pre emission controlled motor vehicles/motor vehicle engines (pre 1966 domestic vehicles certified to California standards, pre 1968 domestic vehicles certified to Federal standards and all pre 1968 Foreign vehicles) **Only**.

**PerTronix®** thanks you for choosing **DOUG'S HEADERS**, the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

Check to make sure you received the proper parts for your application. The header number will be stamped on the engine flange. If you are unsure you have received the proper parts call before you start work.

**Be sure to work safe!** Whenever you work under the vehicle be sure that it is located on level, solid ground and is supported by adequate safety stands! **Remember: Hot asphalt will not support most jack stands!**

Many factors affect the installation of headers, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads.

**Attention Customers breaking in new engines:** Due to the extreme heat generated during the break-in process, the appearance of the ceramic coating may be altered in certain areas. The protection characteristics and thermal barrier properties of the coating is never compromised. It is recommended that a cast iron manifold or old set of headers be used for this process.

**Notice:** The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.

## DISASSEMBLY

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 2 feet or higher and support with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Remove the headpipes from the stock manifolds.
4. Remove the Oil Filter, Spark plugs and Wires, Clutch Linkage, Oil Dipstick Tube, and Starter motor. Remove the Power Steering Pump.
5. Remove the 6 manifold bolts from each manifold.
6. Remove the manifolds from the car.
7. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent will ease the removal of any gasket material. Use care not to get debris into ports or spark plug holes.

## INSTALLATION

1. Starting with the driver's side from below, work the header up into position.
2. Slip the gasket into position and start all the supplied header bolts and lock washers. If the car is equipped with power steering, use the original bolt with the supplied spacer in the first hole.
3. Tighten the header bolts evenly starting from the center to a final torque of 35 ft lbs.
1. Place a floor jack under the oil pan with a flat board for support. Loosen the transmission mount bolts. Remove the passenger side motor mount center bolt and raise the motor approximately 2".
2. Starting from below, work the passenger side header up through the chassis into position. When the header is about half way in, work the starter past the header tubes in to position and reinstall the starter bolts.
3. Carefully lower the motor back into position and replace the motor mount bolt.
4. Slip the gasket into position and start all the supplied header bolts and lock washers.
5. Tighten the header bolts evenly starting from the center to a final torque of 35 ft lbs.
6. Replace the Oil Filter, Dipstick Tube, Spark plugs and wires, and Clutch Linkage.
7. Bolt the collector reducers to the headers using the supplied gaskets, bolts, lock washers and nuts. Cut the headpipes so they can be welded to the reducers or construct a new exhaust to complete the system.
8. Connect the negative battery cable.

## IMPORTANT CHECK LIST

- Be sure that all brake lines and fuel lines are clear of headers and/or connector pipes.
- All spark plug wires, battery cables, or other electrical components should be clear of headers and/or connector pipes.
- If dipstick tube was removed, make sure it is installed properly and that the dipstick has been replaced. Check the oil level.
- Double-check the tightness of all bolts including brackets and accessories.

## STARTING THE ENGINE

Start the engine and allow it to warm up to operating temperature. Check for any unusual noises or exhaust leaks. If every thing is OK, stop the engine and tighten all bolts while the engine is still warm.

**NOTE:** Check the bolts periodically to make sure they have not loosened. Re-tighten after the first 500 miles and then again at 1000 miles.

## PARTS LIST

<u>Qty</u>	<u>Description</u>		
1	Left Side Header	18	3/8" Internal Lock Washers
1	Right Side Header	12	3/8-16 X 1" Header Bolts
2	Header Gaskets	2	3" Reducer Gaskets
2	3" to 2 1/2" Reducers	6	3/8-16 X 1 1/4" Hex Head Bolts
6	3/8-16 Hex Nuts	1	1 1/4" Power Steering Brkt Spacer
2	Doug's Stickers		