

HEADER INSTALLATION INSTRUCTIONS

PART NUMBER: D330

Application:

**1978-87 Buick Century, Regal, & Wagons
1978-87 Chevrolet Monte Carlo, Chevelle, Malibu, El Camino, & Wagons
1978-87 Pontiac Grand Prix, Le Mans, Grand Am (78-81), Grand Le Mans
With Chevrolet 265-400 Small Block Engines**



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**.

NOTE: One tube on each header goes outside the frame, requiring that the Inner fender be cut for clearance.

NOTE: Buick Models Only – Will NOT fit with 168 Tooth Flywheel

NOTE: Chevrolet Models Only – Will Fit with 168 Tooth Flywheel *only* when used with Powermaster Mini Starter part #9500 or Equivalent.

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 3 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 Spark Plugs and Wires, Oil Dipstick Tube, Air Conditioning compressor, and Power Steering Pump.
4. Remove the headpipes and catalytic converters from the stock manifolds and push the pipes out of the way
5. Remove the 6 manifold bolts from each manifold and remove the manifolds.
6. 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.
7. On Colum shift models, remove the shift linkage, cross shaft, and cross shaft pivot.
8. Remove the driver's side rear lower control arm bolt and reverse it so that it installs from the rear to allow clearance on the header tube.

INSTALLATION

1. These headers have one tube on each side that are removable and are a slip fit. They come with the flange not cut completely to help protect the header during shipping. The flange needs to be cut to remove the tube before attempting installation.
2. Starting on the driver's side from below, work the header up into position with the #4 tube removed.
3. Slip the gasket into position and start all the supplied header bolts and special lock washers, leaving them loose.
4. Cut a hole in the inner fender panel for the #4 tube to slip through. See Illustration A.
5. From below, slip the #4 tube into position, sliding the end into the main header and then starting the header bolts.
6. Check that everything lines up properly and that there is adequate clearance around the inner fender. Tighten all the header bolts evenly, starting from the center outward to a final torque of 35 ft. lbs. on iron heads
7. On Air conditioned models, cut the A/C bracket as shown in Illustration B and reinstall using the supplied spacer and stock stud bolt.
8. Starting from below, work the passenger side header into position with the #4 header tube removed.
9. Slip the gasket into position and start all the supplied header bolts and special lock washers, leaving them loose.
10. Cut a hole in the inner fender panel for the #4 tube to slip through. See Illustration A.
11. From below, slip the #4 tube into position, sliding the end into the main header and then starting the header bolts.
12. Check that everything lines up properly and that there is adequate clearance around the inner fender. Tighten all the header bolts evenly, starting from the center outward to a final torque of 35 ft. lbs. on iron heads
13. Reinstall the Spark plugs and wires, the oil dipstick tube, and power steering pump.
14. On column shift cars, modify the cross shaft pivot bracket as shown in Illustration C.
15. Reinstall the modified bracket, cross shaft, and linkage.
16. Connect the negative battery cable.
17. Cut the headpipes to match the reducers if the original exhaust is to be used.
18. Reducers with Oxygen Sensor Bungs are available if needed, part #H7232

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.
- 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

Qty	Description
1	Left Side Header
1	Right Side Header
2	Header Gaskets
2	3" To 2 ½" Reducers
2	3" Reducer Gaskets
12	3/8-16 X 1" Header Bolts
18	3/8" Internal Lock-Washer
6	3/8-16 X 1 ¼ " Collector Hex Head Bolts
6	3/8-16 Hex Nuts
1	1 ¼" Spacer
2	Doug's Stickers

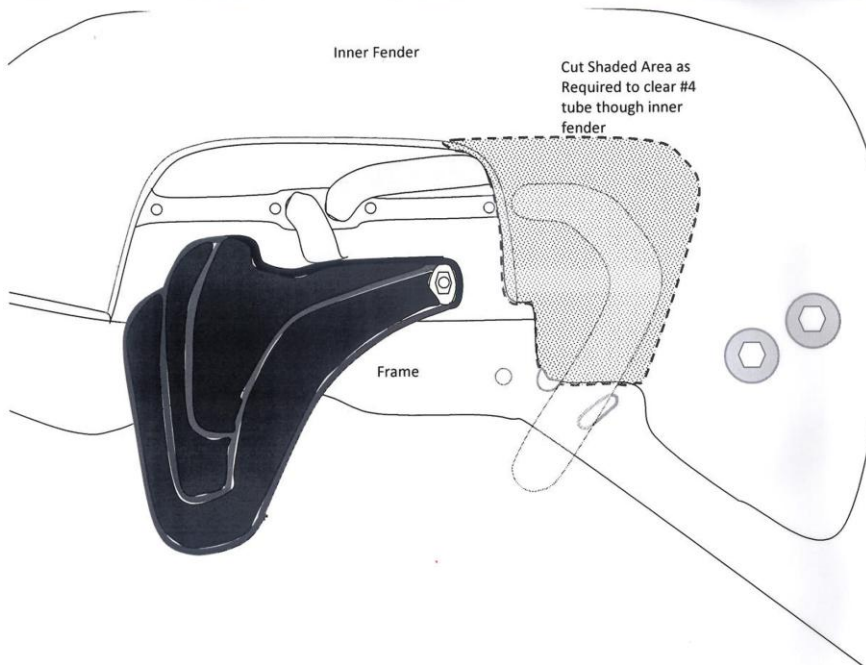


Illustration A: Inner Fender Cut Out

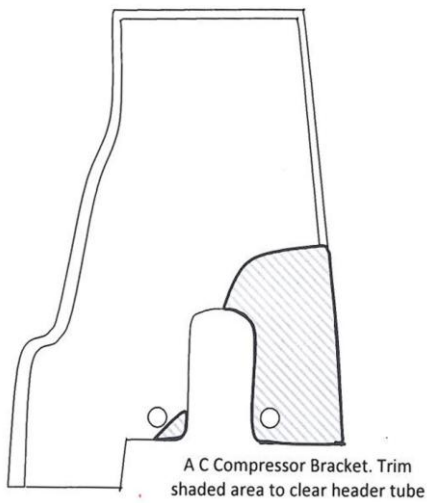


Illustration B: A C Compressor Bracket

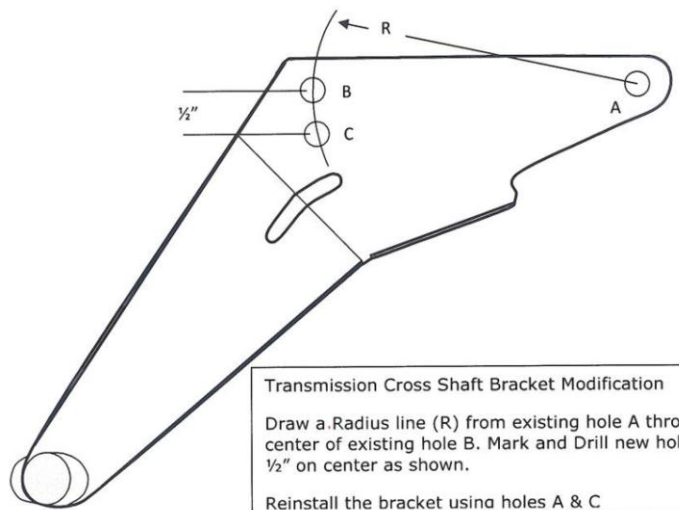


Illustration C: Transmission Cross Shaft Bracket