

HEADER INSTALLATION INSTRUCTIONS

PART NUMBER: D4477

1970-74 Dodge Challenger/Plymouth Barracuda
1968-74 Dodge Charger, Coronet, Super Bee/Plymouth Belvedere, GTX, RoadRunner
5.7 liter Hemi Swap



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.

NOTE: These headers are designed to be used with Street & Performance's engine swap oil pan and engine mounts. As these are swap headers there are many variables that you can run into during installation and these instructions are intended as a general guide only.

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. Unplug the oxygen sensors from the exhaust mid pipe.
4. If you currently have the stock manifolds and catalytic convertors, remove them now. If equipped, the exhaust heat shields will need to be removed to access the manifold bolts.
5. The oil dipstick and tube will need to be rotated out of the way. Remove the oil filter.
6. Disconnect and remove the starter.

7. Remove the clutch linkage or cable (if stick shift) or shifter and kick down linkage (if column automatic)
8. Remove the stock studs from the heads.
9. 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.

INSTALLATION

1. Remove the Oxygen Sensors from the stock exhaust and install them into the Doug's Headers. Use a small amount of Anti Seize on the threads; be careful not to get any on the probe as this can contaminate the sensor causing poor running and decreased performance.
2. Starting on the Passenger side, slide the header into position from below. Apply Anti Seize to the Doug's header bolts, install the new gasket and start all the header bolts and washers. Tighten the bolts evenly, working from the center out and torque to 22ft. lbs. **NOTE**, *Left and Right gaskets are different, Match them to the header flange or you will have an exhaust leak!*
3. Reinstall the oil filter.
4. Install the Driver's side header from below. Install the new gasket using the supplied bolts and washers using the anti seize in the same manner as the right side.
5. Slide the oil dipstick back into position and bolt to the head.
6. Reinstall the starter and wiring and connect the O2 sensor wiring.
7. Check the oil level and top off as necessary.
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.
- 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
1	Left Side Header Gasket
1	Right Side Header Gasket
2	2 1/2" Header Reducers
16	8mm-1.25 X 30mm, Header Bolts
16	Lock-Washer (8mm)
6	3/8-16 X 1 1/4" Collector Hex Head Bolts
6	3/8-16 Hex Nuts
6	3/8" Lock Washers
2	Doug's Headers Stickers