

HEADER INSTALLATION INSTRUCTIONS

D743

65-75 OLDSMOBILE CUTLASS, VISTA CRUISER WAGON

71-75 OLDSMOBILE DELTA

© **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. Most installations require some welding. If you are uncomfortable with welding operations, we recommend that you contact a professional exhaust system specialist to install your new headers.

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.



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**.

DISASSEMBLY / ASSEMBLY

LEFT SIDE:

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 it with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Apply penetrating oil to all nuts and bolts to be removed.
4. Unbolt headpipes from stock exhaust manifolds and push aside.
5. Remove starter, starter brace, frame brace, stock manifold, dipstick tube and vacuum canister for the heat riser. Note: Starter brace and fender brace may be discarded as they cannot be used with the installation of your headers. Models equipped with the heat shields over the motor mounts must either discard them or modify them for maximum clearance of header tubes.

6. Remove 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. We recommend the use of a sharp gasket scraper to remove the bulk of material and to finish the operation with a sanding block to provide a clean flat sealing surface.
7. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the supplied gasket and glue it to the header. Masking tape can be used to help stick the gasket to the manifold.
8. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the gasket.
9. Apply anti-seize to the header bolts.
10. Starting from below, work header through chassis into position. Note: Cars with pressure valve and brake warning light switch mounted on the inside of frame may have to be relocated to the top of the frame.
11. With header loose, replace starter. Reroute cable from the battery to starter to allow maximum clearance on all header tubes.
12. Start all bolts with lock-washers. Use a 1-1/8" bolt, flat washer and lock-washer at notches in flange.
13. Tighten bolts evenly.
14. Replace dipstick tube and vacuum canister for the heat riser. Note: Discard the vacuum canister on '75 models.

RIGHT SIDE:

1. Remove the stock exhaust manifold and oil filter from block.
2. Remove 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. We recommend the use of a sharp gasket scraper to remove the bulk of material and to finish the operation with a sanding block to provide a clean flat sealing surface.
3. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the supplied gasket and glue it to the header. Masking tape can be used to help stick the gasket to the manifold.
4. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the gasket.
5. Apply anti-seize to the header bolts.
6. Starting from below, work header through chassis into position (some models may require the engine to be raised).
7. Start all bolts with lock-washers. Use a 1-1/8" bolt, flat washer and lock-washer at notches in flange.
8. Tighten bolts evenly. Reroute trans lines to clear header and modify or discard brace.
9. Replace oil filter adapter, making sure cooler lines do not touch header tubes.
10. Install the supplied reducers and connect to the exhaust system.
11. Connect the negative battery cable.

START 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

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.**

PARTS LIST

Qty	Description
1	Left side header
1	Right side header
2	Header gasket
2	Reducer gasket
6	Bolt, header, flanged, 3/8"-16 x 1"
4	Bolt, header, flanged, 3/8"-16 x 1-1/8"
16	Lock-washer, 3/8"
4	Flat washer, 3/8"
6	Hex head cap screw, 3/8"-16 x 1-1/4"
6	Nut, hex, 3/8"-16