

## HEADER INSTALLATION INSTRUCTIONS

PART NUMBER: D317  
1962 – 67 Chevrolet Nova/Chevy II  
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**.

**NOTE:** These full length headers are designed to be used with the small bellhousing 153 tooth flywheel combination and stock starter. If you are going to use them with a large bellhousing and 168 tooth flywheel, you need to use an IMI starter #IMI-102 with the 400 mounting block or Powermaster mini starter #9500.

**NOTE:** Air Conditioning car will require and A/C mounting bracket Patriot part #H7608 for left side mounting.

**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 Stock Exhaust system and exhaust manifolds from the engine

4. Remove spark plug wires and spark plugs.
5. Remove the alternator/generator and air conditioning compressor if so equipped.
6. Remove the starter motor.
7. Remove the engine dipstick and the shifter linkage if column shifted automatic.
8. Remove Clutch linkage if floor stick shift car (will not work with column shift manual trans)
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. **Passenger Side** - Working from the top, slide the header through chassis and line the header up with the cylinder head.
2. Place the gasket into position and start the bolts. After all the bolts are started, tighten the bolts working from the center out.
3. Reinstall the starter motor.
4. **Drivers Side** – Starting from Below, work the header up into the chassis and into position against the cylinder head.
5. Place the gasket into position and start the bolts. After all the bolts are started, tighten the bolts working from the center out.
6. Place the gasket into position and start the bolts. Start all the bolts except for the front two. Bolt the supplied Doug's #7606 alternator bracket to the first two holes; see Illustration B/C. Tighten all header bolts working from the center out.
7. If your alternator/generator bracket is stamped steel, bolt it to the Doug's bracket and aligned as necessary. If your bracket is Cast Iron, you will need to modify it as shown in Illustration 'C' before bolting it on.
8. Re-install the Clutch or Transmission shifter linkage as removed.
9. Re-install the Engine dipstick
10. Re install spark plugs and wires.
11. Bolt the reducers to the header collectors using the supplied gaskets and hardware.
12. 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

<u>Qty</u>	<u>Description</u>
1	Left side header
1	Right side header
2	Header gaskets
10	3/8 – 16 X 1” Header Bolts
2	3/8 – 16 X 1 1/4” Header Bolts
18	3/8” Internal Lock Washer
2	Header Reducers, 2 1/2”
2	Reducer Gaskets
6	3/8-16 x 1 1/4” Collector Hex Head Bolts
6	3/8-16 Hex Nuts
1	Alternator Bracket, H7606
2	Doug’s stickers
1	Warranty Card

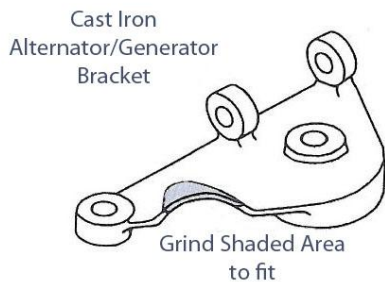


Illustration A

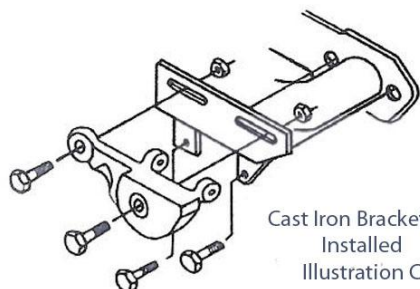


Illustration C

Stamped Steel Alternator/Generator  
Bracket installed

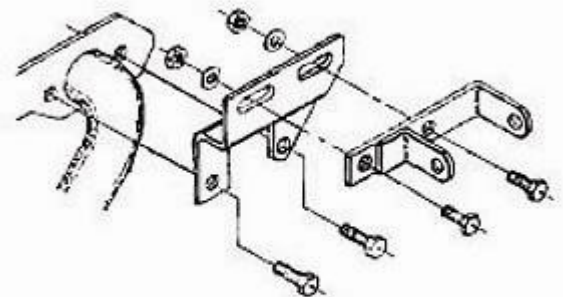


Illustration B