

HEADER INSTALLATION INSTRUCTIONS - Part # D368 1967-69 Camaro ~ 1968-74 Chevy II/Nova, 67-81 Firebird 265-400 Small Block Chevrolet

- Read Instructions before attempting installation, additional parts may be required.
- Will Not fit 67-69 Camaro A/C Cars, Nova with A/C may require bracket #H7608



This product is Legal for use on 1974 Non-Catalyst equipped vehicles and is considered a "Replacement Part" per California Air Resources Board regulations, as long as ALL emissions sensitive components are retained, Including EGR, A.I.R., Heat Risers etc. Failure to retain any of these components , or use on 1975 or newer Catalyst equipped vehicles, would render this product Illegal for Street or Off Highway use and may only be used for Closed Course Competition.

WARNING:

This product can expose you to chemicals including Lead, Nickel, Cadmium and Chromium which are known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov

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.

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 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. Remove and mark all spark plug wires and then remove all spark plugs.

5. Remove the Alternator, Air conditioning Compressor (Nova), and Power Steering Pump if mounted to the exhaust manifold.
6. Remove the Clutch Linkage on stick shift cars, and transmission key interlock.
7. Remove the Oil Dipstick Tube and the Oil Filter.
8. Disconnect the head pipes from the exhaust manifolds.
9. Remove the stock exhaust manifolds.
10. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent or scraper will ease the removal of any gasket material. Use care not to get debris into ports or spark plug holes.
11. At this point it may be necessary to cut the head pipes to allow room to install the headers. If you are installing a new exhaust system you may cut the head pipes any where you choose, but if you are using the existing exhaust you need to cut the head pipes in the proper location so that they will be able to be welded to the reducers supplied with your headers.

INSTALLATION

1. Place a floor jack under the oil pan with a flat board for support. Loosen the transmission mount bolts.
2. Remove the driver's side motor mount bolt and raise the motor approx 2".
3. From below, work the driver's side header up into position and loosely install 2 bolts.
4. Lower the motor back into position. Reinstall the motor mount bolt and tighten the transmission mount.
5. Slip the gasket into position and start all the supplied header bolts and lock washers.
6. If the alternator is mounted to the driver's side, use the supplied bracket to reinstall the alternator. See Illustration A
7. If the power steering is mounted to the left side, use the supplied spacer to mount the power steering. See Illustration B.
8. Column Shifted Powerglide models will require linkage modification. See Illustration C.
9. Floor mount shifter Powerglide models will require linkage modification. See Illustration D.
10. Starting from below, work the passenger side header up through the chassis into position.
11. Slip the gasket into position and start all the supplied header bolts and lock washers.
12. Tighten the header bolts evenly starting from the center.
14. Install the reducers and determine the connection to the exhaust system.
15. Reinstall alternator, Oil Filter, Oil Dipstick tube, and Clutch Linkage.
16. Transmission Key Interlock may not fit and might have to be eliminated.
17. Weld the reducers to the exhaust system and install them onto the headers utilizing the gaskets and bolts supplied.
18. Install the spark plugs and connect the wires to the proper plug. Check to make sure that all the wiring, brake lines, hoses, etc. are clear of the headers or any exhaust component.
19. Check the Oil level.
20. Connect the battery cables.

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.

START THE ENGINE

Start the engine and allow it to warm up to operating temperature. Check for any unusual noises or exhaust leaks. If everything 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	Qty	Description
1	Left Side Header	1	Right Side Header
2	Header Gaskets	2	3 1/2" Reducers
2	3 1/2" Collector Gaskets	10	3/8"-16 X 1" Header Bolts
2	3/8"-16 X 1 1/4" Header Bolts	6	3/8"-16 X 1 1/4" Hex Head Cap Screws
6	3/8"-16 Hex Nuts	18	3/8" Lock-Washers
1	3/4" Power Steering Spacer	1	H7606 Alternator Bracket
2	Doug's Sticker		

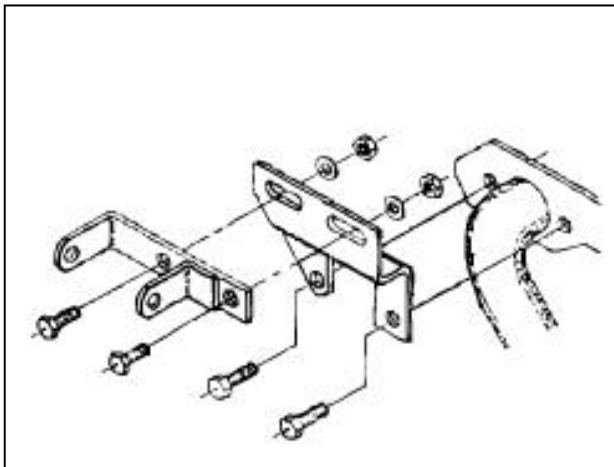


Illustration A: Alternator Bracket

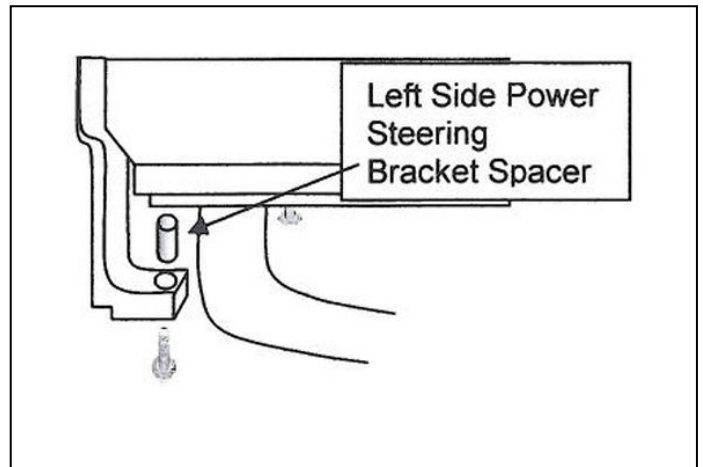


Illustration B: Power Steering Spacer

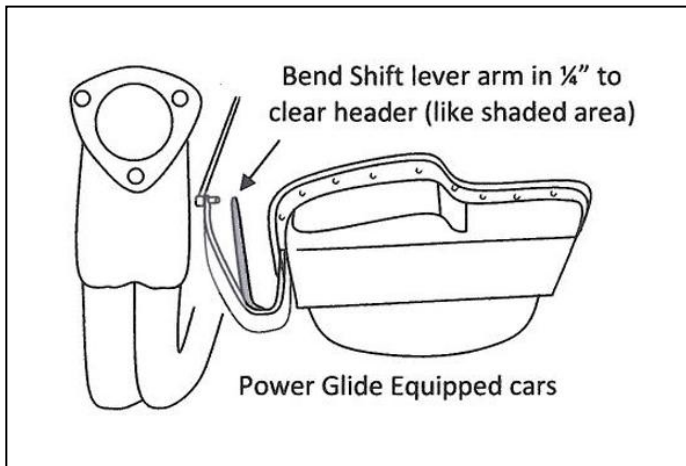


Illustration C: Column Shift Power Glide

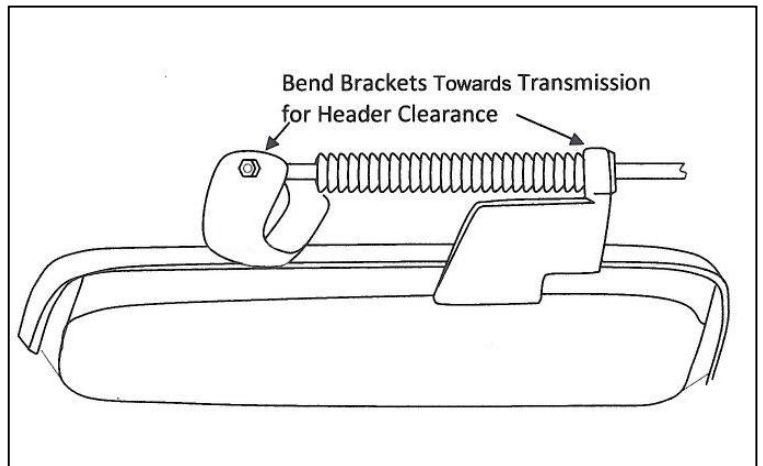


Illustration D: 67-68 Camaro Power Glide Floor Shift