

HEADER INSTALLATION INSTRUCTIONS

PART NUMBER: D3347

Application -62-72 Chevrolet Nova, 67-69 Chevrolet Camaro & Pontiac Firebird, 28-54 Chevrolet Cars, 28-48 Ford Street Rods, 37-59 Chevrolet Pickups, and 48-56 Ford Pickups using most of the common MII swap mounting kits on the market.

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.



This product is Legal for use on 1974 and older 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.

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 bolts attaching Catalytic converters to stock manifolds.
4. Unplug the forward oxygen sensors from the manifolds.
5. Remove the oil filler cap and the remove the plastic engine covers by pulling upward from the bottom edge and sliding past the braided fuel line.
6. Remove spark plug wires and spark plugs.
7. Remove the 6 manifold bolts from each manifold.
8. Remove the manifolds from the car.
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 manifolds 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, Install the right side header and gasket using the supplied bolts and washers. Tighten the center two bolts first and then work your way out.
3. Install the spark plugs, wires, and Oxygen sensor connector.
4. Install the left side header and gasket using the supplied bolts and washers using the anti seize and silicone sealer in the same manner as the right side.
Install the spark plugs, wires and Oxygen sensor connector.
5. Bolt the supplied reducer to the collector using the gaskets and bolts provided.
6. 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
2	Header gaskets	2	Collector Gaskets
12	8mm-1.25 x 26mm, header bolts	12	5/16 Lock washers
6	3/8-16 x 1" Collector Hex head bolts	6	3/8-16 Hex Nuts
6	3/8 Lock Washers	2	Doug's Stickers



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