

HEADER INSTALLATION INSTRUCTIONS

PART NUMBER D590

Application: 1967-72 Pontiac GTO 326-455

68-72 Pontiac LeMans/Tempest 326-455

WARNING: *These headers are VERY Tight in the chassis. We have found as these cars get older the frames tend to sag slightly making the clearance even tighter. Please read the notes below.*

NOTE 1: *Many aftermarket motor mounts are NOT made to original factory specs and cause fitment issues. If the motor mounts in your car are not up to factory specs, the headers could hit the frame. In this case you either need to replace them, OR Shim the motor mount stand to bracket to make up the difference – See Picture #1 on the last page. Additionally some aftermarket motor mounts may have excess rubber on the mount and may interfere with the header tubes. It will be necessary to trim away any excess material as needed.*



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.

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 3 feet or higher and support with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Disconnect the headpipes from the exhaust manifolds and move them out of the way.

4. If you are planning on reusing the headpipes, cut them approximately where the header collectors will exit. If you are not reusing them, remove completely
5. Remove the spark plug wires and spark plugs.
6. Remove the 6 manifold bolts from each manifold and remove the manifolds from the car. Some Engines only have 4 manifold bolts from the factory. It is highly recommended that the other two bolt holes on each head be drilled and tapped for bolts, otherwise header leaks will most assuredly occur and there is no warranty against this.
7. 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. Use care not to get debris into ports or spark plug holes
8. Remove the Starter motor, Clutch Linkage, Dipstick tube (if on the right side) and oil filter and oil filter adaptor (place a drain pan under the filter area).

INSTALLATION

1. ***Starting on the passenger side.*** Remove the center bolt from the pass side motor mount.
2. Place a flat board between the oil pan and a floor jack and lift the passenger side of the motor approximately 2".
3. Working from below, slip the header carefully into position. Carefully lower the motor while holding the header from getting damaged by the motor.
4. Reinstall and tighten the motor mount bolt. If the motor mount had a safety tab in the center this will have to be discarded.
5. Slip the gasket between the motor and the header and install the supplied header bolts and star washers **STARTING** with the 4th one from the front first.
6. Once all the bolts are started tighten evenly working from the center outwards until all are tight.
7. Reinstall the Oil filter adaptor, oil filter (Re-check the oil level), & Dipstick tube.
8. Reinstall the spark plugs and wires on this side.
9. Working from below, slip the driver's side header carefully into position.
10. On some vehicles, the brake Distribution Block, **MAY** interfere with the L4 header tube. If this is the case, you will need to relocate the block and brake lines upward by about an inch or so. Failure to do so will result in the header not fitting.
11. Slip the gasket between the motor and the header and install the header bolts **STARTING** with the 4th one from the front first.
12. Once all the bolts are started tighten evenly working from the center outwards until all are tight.
13. Reinstall the starter motor; make sure that the wiring does not come in contact with the header.
14. Reinstall the clutch linkage.
15. Reinstall the spark plugs and wires.
16. Bolt the supplied reducers to the collectors using the bolts, lock washers and nuts. Weld the existing headpipes to the reducers or fabricate new exhaust.
17. 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.

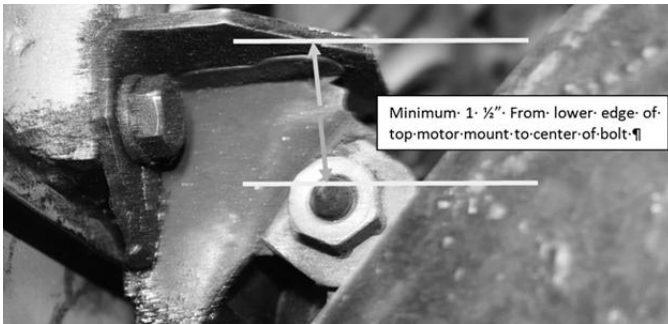
STARTING THE ENGINE

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.

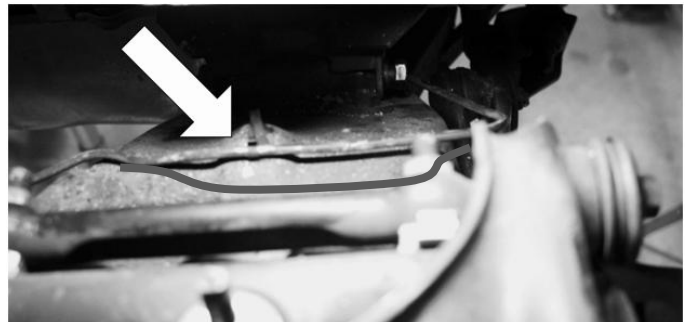
NOTE: Check the bolts periodically to make sure they have not loosened. Re-tighten after the first 500 miles and then again at 1000 miles.

PARTS LIST

Qty	Description		
1	Left side header	1	Right side header
2	Header gaskets	12	3/8-16 X 1", header bolts
12	Lock-washer	6	3/8-16 x 1 1/4" Collector Hex head bolts
6	3/8-16 Hex Nuts	6	3/8" Lock washers
2	3" Reducer gaskets	2	3" Reducers
1	Oil Filter Adaptor Gasket		



Picture #1, Motor Mount Dimension



Picture #2 Brake Line, Relocate from Arrow to Gray line area

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