

HEADER INSTALLATION INSTRUCTIONS

D333 LS Engine Swap

1970-81 Camaro, 1975-79 Nova

75-79 Buick Skylark Gran Sport, Wagons

1975-79 Olds Omega, 1975-79 Pontiac Phoenix

Note: Requires LS1 adapter plate kit P/N SK100



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. 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 / ASSEMBLY

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. Remove bolts from headpipe to exhaust manifolds.
5. Remove the engine coil covers, spark plug wires and spark plugs.
6. Disconnect the O² sensor wiring.
7. Remove the oil dipstick and tube.
8. Remove both of the exhaust manifolds.
9. Clean the cylinder head exhaust mounting service being careful not to get dirt in the spark plug holes.

10. From below work the passenger side header into place.
11. Apply Anti Seize to the supplied headers bolts. Insert the gasket and using the supplied header bolts and washers bolt the header to the cylinder head. Tighten all header bolts evenly starting in the center and working your way out.
12. Reinstall the dip stick tube.
13. From below work the driver's side header into place.
14. Apply Anti Seize to the supplied headers bolts. Insert the gasket and using the supplied header bolts and washers bolt the header to the cylinder head. Tighten all header bolts evenly starting in the center and working your way out.
15. Apply sensor safe Anti Seize to the O2 sensors and install them in the headers, If needed use the supplied O2 sensor harness extensions and plug the sensors into the wiring harness.
16. Using the supplied V-Band Clamps bolt the reducers to the headers, build exhaust to suit.
17. Reconnect the 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

<u>Qty</u>	<u>Description</u>		
1	Left side header	1	Right side header
2	Header gasket	12	Bolt, header, M8-1.25 x 26
12	8mm Lock Washer	2	V-Band Clamps
2	V-band reducers	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