

HEADER INSTALLATION INSTRUCTIONS

APPLICATION: 326-455 Pontiac

D568 - 1967-1969 Pontiac Firebird, T/A

D569 - 1967-69 Pontiac Firebird, T/A 1974 Pontiac GTO, Phoenix, & Ventura

NOTE 1: *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.*

NOTE 2: *On 4 speed applications, some early bellhousings had two starter pockets. If your vehicle is equipped with this bellhousing, it will be necessary to use a FRAM # PH3675 or equivalent oil filter.*

NOTE 3: *"Requires removal or modification of locking steering column if equipped".*



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

DRIVER SIDE

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. Remove the spark plugs.
4. Cut the head pipe back approximately at the location of where the header exits.
5. Remove head pipe and exhaust manifold. 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.

6. Remove the starter.
7. Remove clutch linkage. (4 speed applications only).
8. Remove the motor mount bolt.

PASSENGER SIDE

1. Remove the spark plugs
2. Cut the head pipe back approximately at the location of where the header exits, then, remove the exhaust manifold. 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.
3. Remove oil filter and filter adaptor.
4. Remove dipstick tube. (If applicable).

ASSEMBLY

DRIVER SIDE *(NOTE: MUST INSTALL DRIVER SIDE FIRST)*

1. Lift engine approximately 1-2 inches to allow adequate room to install header.
2. Place header into position and let the engine down, being careful not to crush the header. Once engine is sitting completely down, replace and tighten the motor mount bolt.
3. Slip the gasket into position and Start header bolts. NOTE: It will be necessary to start the fourth bolt from the front of the engine first. Once all bolts are started, tighten down evenly.
4. Replace starter. Be sure the battery cable does not make contact with any part of the header.
5. Replace clutch linkage. (4 speed applications only).

PASSENGER SIDE

1. Install the header. Slip the gasket in to position. Start bolts. NOTE: Just like the driver side, you must start the fourth bolt from the front of the engine first.
2. Once all bolts are started, tighten down evenly.
3. Replace oil filter adaptor and oil filter using the new gasket supplied.
4. Replace dipstick tube. (If applicable).
5. Install the reducers and attach to the rest of your exhaust system.
6. Reattach the negative battery cable at the battery.

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 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 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 (D569)	Qty	Description (D568)
1	Left side header	1	Left side header
1	Right side header	1	Right side header
2	Header gaskets	2	Header gaskets
1	Oil filter gasket	1	Oil filter gasket
2	3" reducers	2	3 1/2" reducers
2	3", 3 bolt collector gaskets	2	3 1/2", 3 bolt collector gaskets
12	3/8"-16 x 1" header bolts	12	3/8"-16 x 1" header bolts
6	3/8"-16 x 1 1/4" hex head cap screws	6	3/8"-16 x 1 1/4" hex head cap screws
6	3/8"-16 hex nuts	6	3/8"-16 hex nuts
18	3/8" lock-washers	18	3/8" lock-washers

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