

HEADER INSTALLATION INSTRUCTIONS

Part # D311 ~ 1955-1957 Chevrolet ~ LS Engine Swap

NOTE: Many things can affect the fitment of headers in an engine swap, including motor location, steering changes, suspension etc. These were designed to fit with Doug's motor mount adaptors and Danchuck sidemount engine mounts



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 A.I.R., EGR, Heat Risers etc. Failure to retain any of these components, or use on any 1975 or newer catalytic converter equipped car would render this product Illegal for Street or Off Highway Use in California, or in states that have adopted California Emissions regulations 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 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. Remove the Cats from the car
5. Unplug the forward O2 sensors from the harness.
6. Remove the 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.

8

INSTALLATION

1. Remove the O2 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. Install the right side header and gasket using the supplied bolts and washers. Use Anti Seize on the bolts. Tighten the center two bolts first and then work your way out.
3. Install the left side header and gasket using the supplied bolts and washers using the anti seize in the same manner as the right side.
4. Install the spark plug wires and O2 sensor connector.
5. Bolt the reducers to the collectors using the supplied gaskets, and hardware.
6. If you are retaining the Cats, weld them to the supplied reducers, otherwise weld you exhaust system to the reducers.
7. 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	2	Reducers
1	Right side header	2	Collector Gaskets
2	Header gaskets	12	8mm-1.25 x 25mm, header bolts
16	Lock-washer (8mm)	6	3/8" X 1 1/4"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