

HEADER INSTALLATION INSTRUCTIONS

D3337, D3341 ~ LS1-LS-7 SWAP

67-69 CHEVROLET CAMARO 69-74 CHEVY II, NOVA

67-69 PONTIAC FIREBIRD, TA

73-74 BUICK APOLLO 73-74 OLDS OMEGA

74 PONTIAC GTO, 71-74 PONTIAC PHOENIX & VENTURA

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. Note the spark plug wire locations and remove them from the spark plugs. Use a twisting motion while pulling the spark plug boot off of the spark plug. Be very careful not to damage the spark plug boot and do not pull on the wire itself.
6. Remove spark plug wire looms, plugs and any brackets attached to the manifolds.
7. Disconnect the O² sensor wiring.
8. Remove the O² sensors.
9. Remove the oil dipstick and tube.
10. Remove both of the exhaust manifolds.
11. Remove the starter.
12. Replace the spark plugs finger tight so debris will not get into the cylinders while cleaning the head surface. We recommend the use of a gasket scraper, wire brush, and sanding block to adequately clean the surface.
13. After cleaning is complete remove the spark plugs again.
14. Remove the oil filter.

RIGHT SIDE:

1. Starting from below, work the header and gasket up through the chassis into position.
2. Apply anti-seize to all header bolts being used. Start all header bolts.
3. Tighten all header bolts evenly (most restricted first).
4. Reinstall the right side spark plugs, wire looms, starter and dipstick tube and dipstick.
5. Install the slip-on reducer and band clamp.
6. Cut the old exhaust pipe and weld as necessary to the new reducer.
7. Reinstall the O² sensor.
8. Reconnect the O² sensor to the O² harness with the supplied extension.

LEFT SIDE:

1. Starting from below, work the header and gasket up through the chassis into position.
2. Apply anti-seize to all header bolts being used. Start all header bolts.
3. Tighten all header bolts evenly (most restricted first).
4. Reinstall the oil filter.
5. Reinstall the left side spark plugs, wire looms and any brackets.
6. Install the slip-on reducer and band clamp.
7. Cut the old exhaust pipe and weld as necessary to the new reducer.
8. Reinstall the O² sensor.
9. Reconnect the O² sensor to the O² harness with the supplied extension.
10. Connect the negative 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

Qty	Description
1	Left side header
1	Right side header
2	Header gasket
2	Slip-on reducer W/O ² sensor
2	Band clamp
12	Bolt, header, M8-1.25 x 22
12	Lock washer, 3/8"
2	O ² Sensor extension



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