



A PerTronix Performance Brand ~ [www.pertronixbrands.com](http://www.pertronixbrands.com) ~ 909 599-5955

### ***Installation Instructions & Warranty Information***

D322 ~ Chevrolet 396-502 Big Block (Std. Deck Height)

1970-72 Camaro ~ 1964-73 Chevelle/El Camino

1970-74 Monte Carlo ~ 1970-74 Full Size Car & Wagon

Long Tube Headers



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This product is legal for use on 1975 and older Non-Catalyst equipped vehicles and is considered a "Replacement Part" per California Air Resources Board regulations, providing ALL emissions sensitive components are retained, including EGR, A.I.R., Heat Risers, etc. and any original or retrofit PCV or NOx device is required for the year of the vehicle. Failure to retain any of these components, or use on ANY originally catalyst equipped vehicles, would render this product illegal for street or off highway use and may only be used for Closed Course Competition.

#### **⚠ 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](http://www.P65Warnings.ca.gov)

## ***PLEASE READ BEFORE PROCEEDING***

PerTronix® thanks you for choosing a Doug's Headers Product. To realize the potential of Doug's Headers engineering and excellent fit, Please Read and Understand these instructions completely prior to starting the installation.

Check that you received all the parts listed on the parts list, if you have any concerns, please contact PerTronix before continuing. Headers will have the part number stamped in the flange.

Many factors affect the installation of exhaust headers, including worn or aftermarket motor mounts, previous accident damage, aftermarket cylinder heads that may have relocated port or spark plug locations, suspension and steering changes, sagging of original unibody structures due to age.

Coating Notes: Coatings can be marred during installation if you are not careful. If you are breaking in a new motor, the extreme heat can alter the appearance of the coating and this is not a warranty issue. We recommend breaking in new motors with stock manifolds or an old set of headers.

We use sealing beads on all our headers. The raised bead creates a better seal virtually eliminating leaks if installed properly. It is important to install all header bolts lightly snug and then tighten to factory torque specs starting in the center and working outward.

Before starting, allow the vehicle to cool, disconnect the battery, and spray a penetrating oil on all hardware and fittings that will need to be removed. Once you remove your manifold, clean the sealing surface on the head of any old gasket debris or carbon build up.

Work Smart – Work Safe! Most Header and Exhaust Installation are best performed on a lift. If a lift is not available, raise the vehicle and support on quality Jack Stands on level ground. Do not rely on a jack!

**NOTE: Vehicles MUST have Original Style Big Block motor stands and motor mounts for Headers to fit properly (except 68-73 A-Body). They are no longer available from G.M., but reproductions are available from most of the Classic Chevrolet specialty suppliers. Camaro & 66-67 Chevelle/EI Camino MUST have Big Block Motor Mounts and Stands (frame brackets). Small block and universal aftermarket will NOT work as they put the motor in the wrong position and you will notice possible steering box and Idler Arm fit problems among others. 68-73 Chevelle/EI Camino must use 350/Big Block motor mounts and stands, L6 or 307 motor mounts and stands will NOT work.**

**NOTE: Will not fit on Manual transmission Monte Carlo and Full Size Car & Wagon**

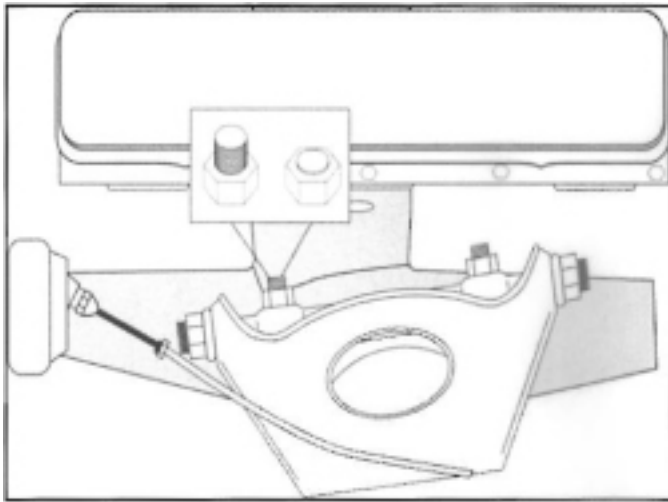
**NOTE: Will not fit Camaro's with Column shift.**

## **DISASSEMBLY**

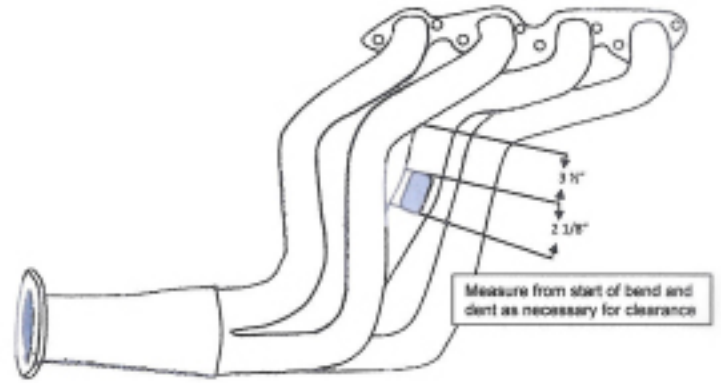
- 1. Remove and mark all spark plug wires and then remove all spark plugs.**
- 2. Remove the Alternator, Air conditioning Compressor, and Power Steering Pump if mounted to the exhaust manifold.**
- 3. Remove the Clutch Linkage on stick shift cars.**
- 4. Remove the Oil Dipstick Tube and the Oil Filter.**
- 5. If your car has bolt on frame stiffeners on the bottom of the frame, remove them also.**
- 6. Disconnect the head pipes from the exhaust manifolds**
- 7. Remove the stock exhaust manifolds.**
- 8. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface.**

## **INSTALLATION**

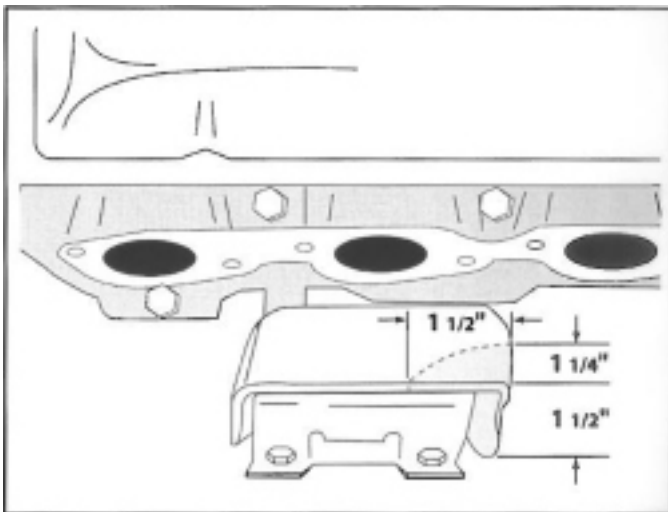
- 1. On the passenger side, it may be necessary to trim the rear upper control arm bolt flush with the nut for clearance. See Illustration A below.**
- 2. Starting from below, work the passenger side header up through the chassis into position.**
- 3. Check for clearance on the #2 tube to the frame. If necessary, remove the header and slightly dent the tube as shown in Illustration B. This is normally only a problem on late 72-74 cars.**
- 4. When you are happy with the clearance, slip the gasket into position and start all the supplied header bolts and lock washers. Tighten the header bolts evenly starting from the center.**
- 5. Place a floor jack under the oil pan with a flat board for support. Loosen the transmission mount bolts.**
- 6. Remove the driver's side motor mount bolt and raise the motor approx 2".**  
**On late 72-74 (Except Camaro) remove the motor mount and modify as shown in Illustration C.**
- 8. From below, work the driver's side header up into position and loosely install 2 bolts.**
- 9. If removed, replace the motor mount and lower the motor back into position. Reinstall the motor mount bolt and tighten the transmission mount.**
- 10. Check for clearance between the brake line distribution block and the header, it may be necessary to move the block to the top of the frame for sufficient clearance.**
- 11. Slip the gasket into position and start all the supplied header bolts and lock washers.**
- 12. 68 Power Steering cars, use the spacer supplied as shown in Illustration D. Air Conditioned cars may require modification to the Compressor bracket; see illustrations E through H below.**
- 13. Tighten the header bolts evenly starting from the center.**
- 14. Install the reducers and determine the connection to the exhaust system.**
- 15. Reinstall alternator, oil filter, oil dipstick tube, and Clutch Linkage.**
- 16. If you had to remove the frame stiffeners modify as shown in Illustration I to fit.**
- 17. Install the spark plugs and connect the wires to the proper plug. Check to make sure that all the wiring, brake lines, hoses, etc. are clear of the headers or any exhaust component.**
- 18. Check the Oil level.**
- 19. Connect the battery cables.**



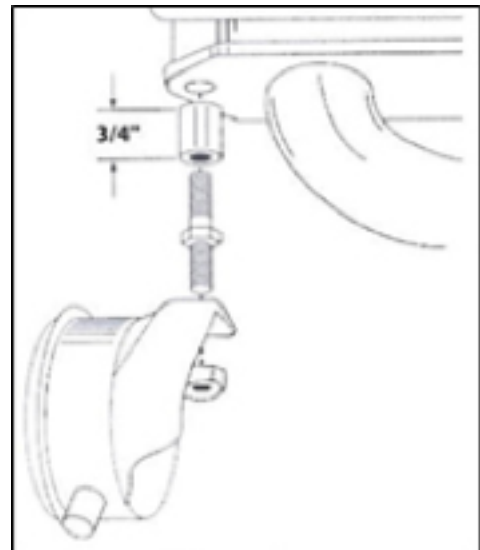
**Illustration A - Arm Bolts**



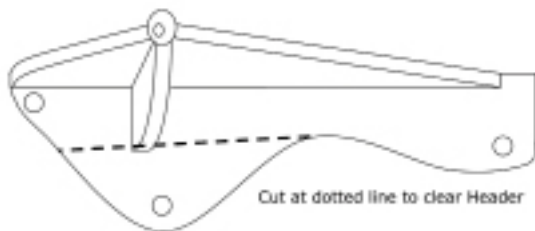
**Illustration B (Header clearance if necessary)**



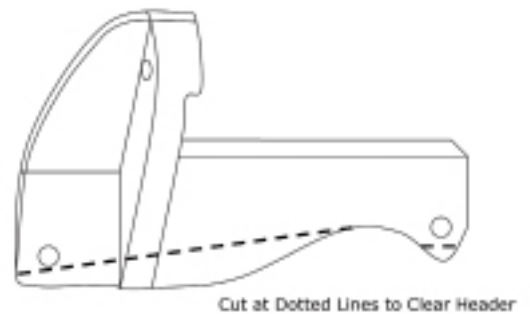
**Illustration C (72-74 Motor Mount)**



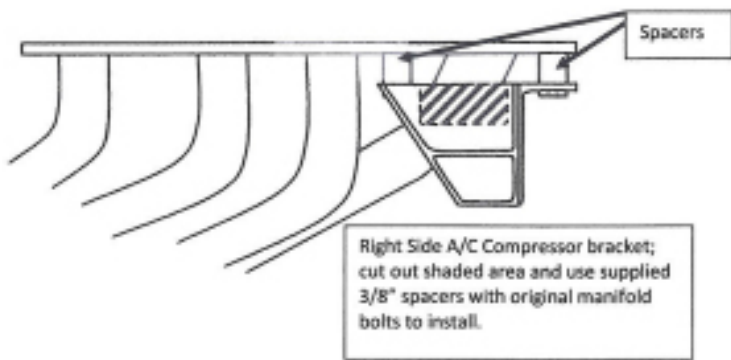
**Illustration D (68 Power Steering)**



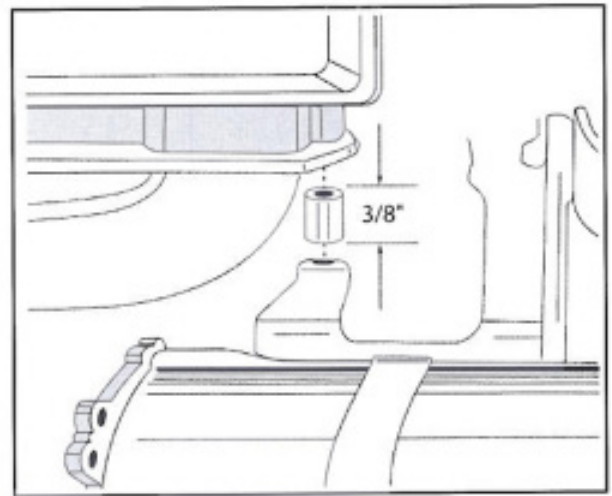
**Illustration E (64-72 Left Side A/C Mount)**



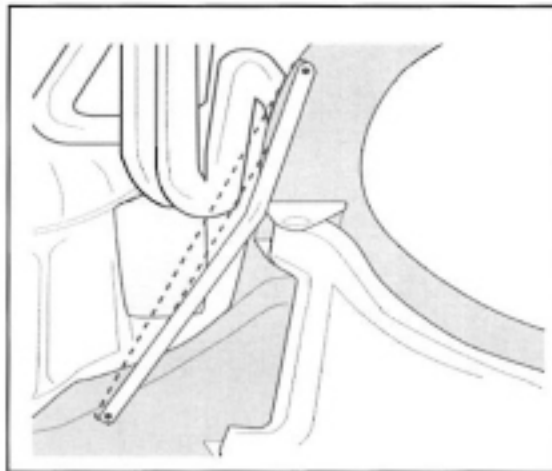
**Illustration F (73-74 Left Side A/C Mount)**



**Illustration G (69-74 Right Side A/C Mount)**



**Illustration H (68 Right Side A/C Mount)**



**Illustration I (72-74 Frame Stiffeners)**



## IMPORTANT CHECK LIST

- Be sure that all brake lines, transmission 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.

## START THE ENGINE

Start the engine and allow it to warm up to operating temperature. Check for any unusual noises or exhaust leaks. If everything 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

1	Left Side Header	1	Right Side Header
2	Header Gaskets	2	3" Reducers
2	3" Collector Gaskets	16	3/8"-16 X 1" Header Bolts
6	3/8"-16 X 1 1/4" Hex Head Cap Screws	6	3/8"-16 Hex Nut
22	3/8" Lock-Washers	1	3/4" Power Steering Spacer
2	3/8" Spacers	2	Doug's Sticker

## DOUG'S HEADERS LIMITED WARRANTY

All Doug's Headers and Exhaust products are guaranteed, to the original purchaser, to be free of defects in material and workmanship for one year from date of purchase. This warranty covers the replacement or repair of the product and does not cover the cost of removal and installation, customer applied coatings, or Any discoloration or corrosion of finished surfaces.

Damage or product failure resulting from collision, improper installation, off road use, road hazards, the use of exhaust insulating wrap, or rust occurring after installation is not covered by the warranty. This warranty extends only to the original purchaser.

Should a part be deemed defective, it should be returned to the original selling retailer and must be accompanied by the sales receipt. If there is no retailer in your area, contact PerTronix direct for a return authorization and return the part prepaid to the factory for inspection. PerTronix reserves the right to replace or repair the alleged defective part and return the part freight collect.