



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

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

D3337, D3341 ~ LS1-LS-7 SWAP W/ SL100 mounts

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 Phoenix & Ventura

Long Tube Headers



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This product is designed for swapping a non-original engine into a vehicle that did not offer it. Laws vary by state regarding emissions regulations for engine swaps. This product is illegal for Street or Off Highway use on any 1975 or newer vehicle originally equipped with a catalytic converter and may further be illegal depending on state or federal engine swap emissions laws regardless of vehicle year and would therefore only be legal for Closed Course Competition use.

#### **⚠ 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!

## DISASSEMBLY / ASSEMBLY

1. Remove bolts from headpipe to exhaust manifolds.
2. Note the spark plug wire locations and remove them from the spark plugs.
3. Remove spark plug wire looms, plugs and any brackets attached to the manifolds.
4. Disconnect the O2 sensor wiring.
5. Remove the O2 sensors.
6. Remove the oil dipstick and tube.
7. Remove both exhaust manifolds.
8. Remove the starter.
9. Clean the sealing surface of any old gasket material or carbon build up.
10. 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.

## 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 gasket	2	Slip-on reducer W/O2 sensor
2	Band clamp	12	Bolt, header, M8-1.25 x 22
12	Lock washer, 3/8"	2	O2 Sensor extension

## 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.