



A PerTronix Performance Brand ~ www.pertronixbrands.com ~ 909 599-5955

Installation Instructions & Warranty Information

D337 ~ Small Block Chevy, Automatic ONLY

67-81 Camaro, 68-79 Nova, 64-87 Chevelle, Malibu, El Camino, 70-87 Monte Carlo

71-94 Full Size Chevy Passenger Car & Wagon, 55-65 1/2 & 3/4 Ton Pick Up

78-84 Olds Calais, Cutlass & 442, 78-83 Olds Vista Cruise

76-82 Pontiac Bonneville & Catalina, 78-87 Pontiac Grand Prix 67-81 Pontiac Firebird
Mid Length 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

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

1. Remove and mark all spark plug wires and then remove all spark plugs.
2. Disconnect the head pipes from the exhaust manifolds and remove the manifolds.
3. Remove the alternator, dipstick, dipstick tube, and shift linkage. Remove the starter if needed. On late model cars, remove the power steering bracket.
4. On cars equipped with air conditioning, unbolt the compressor and lay aside.
5. Some models may require the floor board heat shield removal for adequate clearance.
6. Early models will require a conversion screw-on type filter.
7. Models with generator/alternator on the left side may need to purchase Doug's brackets H7606 and H7607. See Illustration B.
8. On some year models, it will be necessary to remove the two struts that bolt to the sub-frame.
9. Remove any gasket material or any carbon deposits that remain on the head surface.

ASSEMBLY

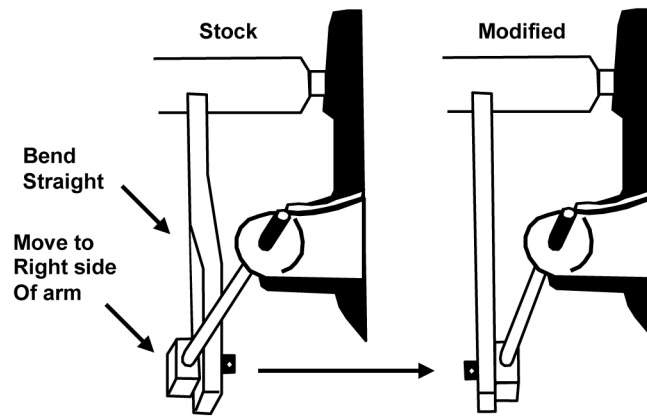
1. It may be necessary to lift the Driver's side of the engine about 1" by removing the motor mount bolt on either side. Use a board between the pan and jack.
2. Install the headers from the bottom of the vehicle. Slide the headers into place and install a bolt at either end of the header to hold them in place.
3. Lower the motor, replace the motor mount bolts and check for header clearance.
4. Using the supplied header bolts and lock-washers, apply a small amount of anti-seize to the bolts and start the most restrictive bolts first. Tighten evenly from the center outwards.
5. Replace the clutch linkage, oil filter, dipstick tube and dipstick and alternator.
6. On late model cars with power steering, use the spacer provided and the long bolt from the stock exhaust manifold to remount the power steering. See Illustration C.
7. Replace the starter and connect the wires. Reroute the wires as needed for clearance.
8. Install the spark plugs and connect the wires to the proper plug. It may be necessary to reroute wires to clear the headers.
9. Install the reducers and determine the connection to the exhaust system.
10. Weld the reducers to the exhaust system and install them onto the headers utilizing the gaskets and bolts supplied.
11. Check to make sure that all the wiring, brake lines, hoses, etc. are clear of the headers or any exhaust component.
12. Depending on which A/C bracket is fitted, it may require modification. See Illustration D
13. Make sure all necessary brackets and accessories have been replaced and secured.
14. Connect the battery cable.

IMPORTANT CHECK LIST

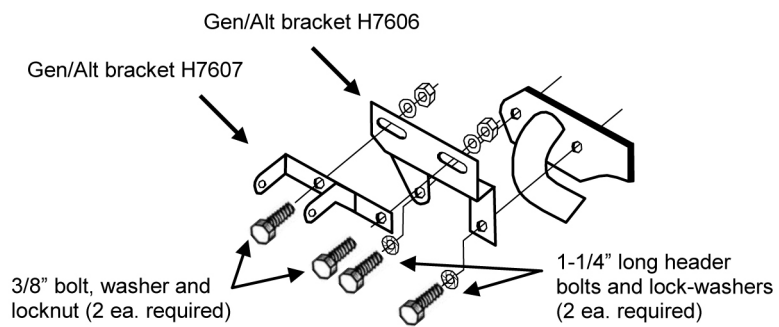
- Be sure that all brake lines, transmission lines, and fuel lines are clear of headers and/or connector pipes.
- All spark plug wires, battery cables, or other electrical components should be clear of headers and/or connector pipes.
- If dipstick tube was removed, make sure it is installed properly and that the dipstick has been replaced.
- Double-check the tightness of all bolts including brackets and accessories.

START THE ENGINE

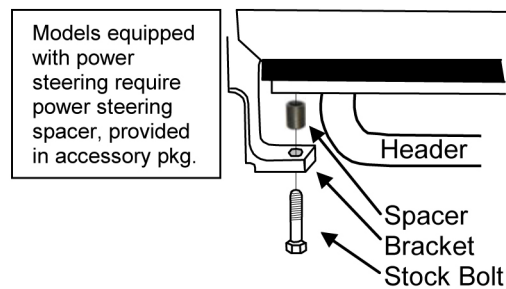
Start the engine and allow it to warm up to operating temperature. Check for any unusual noises or exhaust leaks. If everything is OK, stop the engine and tighten all bolts while the engine is still warm. **NOTE:** Check the bolts periodically to make sure they have not loosened. Re-tighten after the first 500 miles and then again at 1000 miles



**Illustration A:
Clutch Linkage Modification**



**Illustration B:
Gen/Alt Bracket**



**Illustration C:
Power Steering Bracket**

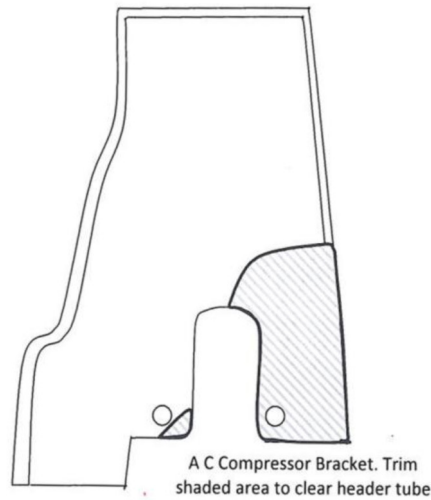


Illustration D
78-87 A/C bracket

Parts List

1	Left side header	1	Right side header
2	Header gaskets	2	3" reducers
1	Spacer	2	3", 3 bolt collector gaskets
12	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	18	3/8" lock-washers

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.