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

D451 & D452 ~ 1962-1972 Dodge Coronet, Belvedere & Fury

1966-1972 Dodge Charger, Plymouth GTX

1968-1972 Dodge Super Bee, Road Runner

1970- 1974 Plymouth Barracuda

**NOTE: Designed for B/RB Original Heads casting # 905 or 915**

**1975 and later heads may require flange modification**



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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!

### **DISASSEMBLY**

1. Drain the radiator and save the anti-freeze.
2. Remove and mark all spark plug wires and then remove all spark plugs.

### **DRIVER SIDE**

1. Remove dipstick tube and dipstick.
2. Remove head pipe and exhaust manifold. (Caution, small amounts of anti-freeze can be retained in the engine block. It may drain from the bolt holes that go into the water jackets as the manifolds are removed when the studs loosen or are removed).
3. Remove the starter.
4. Remove nut from ball and socket end of pitman arm. Separate the center link from the pitman arm and allow it to drop out of the way.
5. Remove the motor mount bolt (this is necessary to be able to lift the engine on this side to install the header).

## PASSENGER SIDE

1. Remove head pipe and exhaust manifold.
2. Remove idler arm bolt from frame and allow center link to drop.
3. Remove the motor mount bolt (this is necessary to be able to lift the engine on this side to install the header).

## ADDITIONAL DISASSEMBLY AND CLEANING

1. We recommend removing all of the exhaust studs with a stud removal tool and using the supplied header bolts on reassembly.
2. Chase the threads with a tap, however, do not force the tap as it may break. Work slowly and use thread cutting oil. Clean the oil from the threads when done.
3. Clean the cylinder head exhaust mating surface of any old gasket material or carbon deposits, being careful not to get any dirt in the exhaust ports or spark plug holes.
4. At this point it may be necessary to cut the head pipes to allow room to install the headers. If you are installing a new exhaust system you may cut the head pipes any where you choose, but if you are using the existing exhaust you need to cut the head pipes in the proper location so that they will be able to be welded to the reducers supplied with your headers.

## ASSEMBLY

### DRIVER SIDE

1. Lift engine approximately 1-2 inches.
2. Apply a small amount of Teflon Thread Sealer to the header bolt threads (to help prevent anti-freeze leaking past the threads).
3. Place header into position:  
Note 1: It will be necessary to install the starter simultaneously when putting the header into place. Insert the gasket and start all of the bolts. Bolt in the starter then let the engine down carefully. Be sure not to crush the header while letting the engine down.  
Note 2: Due to variations of these vehicles, you may be required to shorten the bolt that goes through the steering shaft if there is an interference problem. After the header is in position, install two bolts to hold the header in place, then let the engine down. Once the engine is in position, turn the steering wheel around a couple of times while having someone look to make sure that the steering shaft bolt does not hit the header tube. Cut off the excess bolt material that sticks beyond the nut as necessary.
4. Install the motor mount bolt and tighten securely.
5. Re-assemble the steering linkage.

### PASSENGER SIDE

1. As on the driver side, lift the engine as needed to put the header into position then let the engine back down.
2. Re-install the idler arm and put the motor mount bolt back in and tighten securely.
3. Once engine is sitting completely down, replace and tighten the motor mount bolt.
4. Insert the gasket and start all of the bolts. NOTE: Start the fourth-bolt-from-the-front on the engine first. Once all the bolts are started, tighten them down evenly.
5. Replace the oil filter adaptor and filter.
6. Replace the dip stick tube and dipstick.
7. Install reducers and attach to the rest of the exhaust system.
8. Refill the radiator with the saved anti-freeze.
9. Reattach the negative battery cable at the battery.

## 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

Qty	Description	(D451)	Qty	Description	(D452)
1	Left side header		1	Left side header	
1	Right side header		1	Right side header	
2	Header gaskets		2	Header gaskets	
2	3" reducers		2	3 1/2" reducers	
2	3", 3 bolt collector gaskets		2	3 1/2", 3 bolt collector gaskets	
12	3/8"-16 x 1" header bolts		12	3/8"-16 x 1" header bolts	
6	3/8"-16 x 1 1/4" hex head cap screws		6	3/8"-16 x 1 1/4" hex head cap screws	
6	3/8"-16 hex nuts		6	3/8"-16 hex nuts	
18	3/8" lock-washers		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.