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

H8012, H8013 ~ 396-502 Big Block

67-81 Camaro, 68-77 Nova, 68-77 Chevelle, Malibu, El Camino,  
70-77 Monte Carlo, 65-74 Full Size Passenger Car & Wagon - Floor Shift Only

Also fits Street Rods with Camaro Clip and  
Detroit Speed & Engineering Sub frames with Rack & Pinion Steering  
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](http://www.P65Warnings.ca.gov)

REV. 8 3-1-21 DSL

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

PerTronix® thanks you for choosing a Patriot Exhaust Product. To realize the potential of Patriot's 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.

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!

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.

Vehicles MUST have Original Style Big Block motor stands and motor mounts for Headers to fit properly. They are no longer available from G.M., but a reproduction is available from Classic Industries under P/N K702. If the motor is mounted on Small Block frame mounts, you will notice possible steering box and Idler Arm fit problems.

These headers will not fit a Saginaw 800 series close-ratio power steering box without modification due to the increased size of this power steering unit.

When installing an H8012 or H8013 a short oil filter, Fram Part # PH30 or equivalent, must be used.

### **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. Depending on the application, you may be required to remove the alternator, dipstick, clutch linkage, and/or oil filter. In some cases, it may be necessary to remove the starter and power steering unit. Only remove what is necessary to allow the removal of the manifolds or the installation of the headers.
3. Remove any gasket material or any carbon deposits that remain on the head surface.
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 anywhere 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

1. Install the headers (Driver side from the bottom of the vehicle, passenger side from above).
2. Install all of the header bolts supplied and hand tighten. Tighten all the bolts evenly from the center out.
3. Install any accessories that were removed during the header installation.  
**NOTE:** Some accessories require different brackets than stock and some require the addition of spacers between the bracket and header flange. An example would be on some Chevy applications the driver's side front bolt must use the original (factory) bolt and use the supplied spacer between the flange and the accessory bracket.
4. Install the reducers and determine the connection to the exhaust system.
5. Weld the reducers to the exhaust system and install them onto the headers utilizing the gaskets and bolts supplied.
6. Install the spark plugs and connect the wires to the proper plug. If the spark plugs have a lot of miles on them, now would be a good time to replace them with PerTronix Flame Thrower Wires. When you install the spark plugs, apply a small amount of anti-seize to the threads.
7. Check to make sure that all the wiring, brake lines, hoses, etc. are clear of the headers or any exhaust component.
8. Re-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

Parts List

1 Left Side Header	1	Right Side Header
2 Header Gaskets	16	3/8-16 X 1" Header Bolts
6 3/8-16 Nuts	6	3/8-16 X1 Hex Bolts
2 Reducers		

## **PATRIOT EXHAUST LIMITED WARRANTY**

All Patriot 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.