

HEADER INSTALLATION INSTRUCTIONS

Part # D200

**Buick 68-72 Skylark, Gran Sport, Wagon, 73-76 Century, Regal, Wagons
Oldsmobile 1975 Omega (with factory installed Buick 350)
Pontiac 1975 Ventura, Phoenix, 1974 GTO (with factory installed Buick 350)**



This product is Legal for use on 1974 and older non catalyst equipped vehicles and is considered a "replacement part" per California Air Resources Board regulations, as long as ALL emissions sensitive components are retained, including A.I.R., EGR, Heat Risers etc. Failure to retain any of these components, or use on any 1975 or newer catalytic converter equipped car would render this product Illegal for Street or Off Highway Use in California, or in states that have adopted California Emissions regulations and may only be used for Closed Course Competition.

PerTronix® thanks you for choosing **DOUG'S HEADERS**, the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

CHECK TO MAKE SURE YOU RECEIVED THE PROPER PARTS FOR YOUR APPLICATION. THE HEADER NUMBER WILL BE STAMPED ON THE ENGINE FLANGE. IF YOU ARE UNSURE YOU HAVE RECEIVED THE PROPER PARTS CALL BEFORE YOU START WORK.

BE SURE TO WORK SAFE! WHENEVER YOU WORK UNDER THE VEHICLE BE SURE THAT IT IS LOCATED ON LEVEL, SOLID GROUND AND IS SUPPORTED BY ADEQUATE SAFETY STANDS!

REMEMBER: HOT ASPHALT WILL NOT SUPPORT MOST JACK STANDS!

Many factors affect the installation of headers, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads. Most installations require some welding. If you are uncomfortable with welding operations, we recommend that you contact a professional exhaust system specialist to install your new headers.

Attention Customers breaking in new engines: Due to the extreme heat generated during the break-in process, the appearance of the ceramic coating may be altered in certain areas. The protection characteristics and thermal barrier properties of the coating is never compromised. It is recommended that a cast iron manifold or old set of headers be used for this process.

Notice: The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.

Installation

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 2 feet or higher and support it with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Apply penetrating oil to all nuts and bolts to be removed.
4. Remove the stock exhaust manifold, heat shield, head pipe, Air cleaner heat stove and hose, dipstick and dipstick tube.
5. Clean the head surface of any carbon deposits or other foreign material.
6. On 1976 models remove the chassis support rods and starter.
7. Starting from below, work the Driver side header up through the chassis into position.
8. With gasket in place, start all header bolts with washers (most restricted first). Tighten all bolts evenly.
9. Starting from below, work Passenger side header up through the chassis into position.

10. With gasket in place, start all header bolts with washers (most restricted first). Tighten all bolts evenly.
11. Replace the Dipstick tube. 2 piece tubes (except '76) will need to be modified, bend tab until it will mount to header bolt.
12. Starter heat shield will need to be modified as necessary to fit around headers or eliminated.
13. Replace Chassis support rods, they may need to be bent to clear. See Illustration A.
14. Reinstall air cleaner heat stove and hose.
15. 1975 Pontiac Ventura may need the shift linkage slightly bent to clear header collector.
16. reroute trans cooler lines so they go under the starter.
17. Install the supplied reducers and connect to the exhaust system.
18. Connect the negative battery cable.

START THE ENGINE

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

IMPORTANT CHECK LIST

- **Be sure that all brake 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.**

PARTS LIST

Qty	Description
1	Left side header
1	Right side header
2	Header gasket
2	Reducer gasket
14	Bolt, header, flanged, 3/8"-16 x 1"
20	Lock-washer, 3/8"
6	Hex head cap screw, 3/8"-16 x 1-1/4"
6	Nut, hex, 3/8"-16

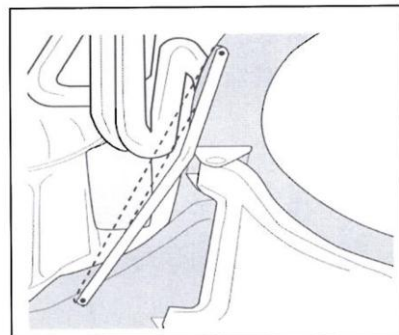


Illustration A