

## HEADER INSTALLATION INSTRUCTIONS

### Part # D202

### APPLICATION

### 68-72 BUICK SKYLARK, GRAN SPORT, WAGONS, 400-455



**WARNING:** These headers are legal for Off Highway use (except in California or states that have adopted California emission standards) or Racing use (which may never be used on a Highway), or for use on pre emission controlled motor vehicles/motor vehicle engines (pre 1966 domestic vehicles certified to California standards, pre 1968 domestic vehicles certified to Federal standards and all pre 1968 Foreign vehicles) **Only**.

**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.

## DISASSEMBLY / ASSEMBLY

### LEFT SIDE:

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, head pipe, dipstick and dipstick tube.
5. On standard transmission models, remove the clutch cross-shaft.
6. Remove the center bolt from the motor mount and raise the engine approximately 2 inches. Be sure to use a board between the pan and jack.
7. Clean the head surface of any carbon deposits or other foreign material.
8. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the supplied gasket and glue it to the header. Masking tape can be used to help stick the gasket to the manifold.
9. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the gasket.
10. Apply anti-seize to the stock header bolts.
11. Starting from below, work the header up through the chassis into position. Lower the engine and replace the motor mount bolt.
12. Start all header bolts (most restricted first). Tighten all bolts evenly.
13. Replace the dipstick tube, dipstick and (if std. trans.) clutch cross-shaft.

### RIGHT SIDE:

1. Remove the stock exhaust manifold and starter.
2. Clean the head surface of any carbon deposits or other foreign material.
3. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the supplied gasket and glue it to the header. Masking tape can be used to help stick the gasket to the manifold.
4. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the gasket.
5. Apply anti-seize to the stock header bolts.
6. Starting from below, work the header up through the chassis into position.
7. Start all header bolts but do not tighten at this time.
8. Reinstall the starter, then tighten all header bolts (most restricted first).
9. Install the supplied reducers and connect to the exhaust system.
10. 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

<u>Qty</u>	<u>Description</u>
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