

HEADER INSTALLATION INSTRUCTIONS

2001-04 CORVETTE, LS-1 / LS-6

PART NUMBER: D3334



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.

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.

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DISASSEMBLY

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 with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Remove bolts attaching Catalytic converters to stock manifolds.
4. Remove the two bolts that attach the exhaust brace to the bell housing.
5. Unplug the forward oxygen sensors from the manifolds.
6. Remove the oil filler cap and the remove the plastic engine covers by pulling upward from the bottom edge and sliding past the braided fuel line.
7. Disconnect the electrical connectors on the alternator.
8. Loosen the belt tensioner and remove the drive belt from the alternator pulley, remove the alternator.
9. Remove spark plug wires, spark plugs, and dipstick.
10. Disconnect the Coil pack connectors, unbolt the coil pack brackets and remove the coil packs. Do not mix up the firing order of the coil packs.

11. Unbolt the A.I.R. fittings from the manifolds. Remove the rubber hose and set the A.I.R. assemblies aside.
12. Remove the 6 manifold bolts from each manifold.
13. Remove the manifolds from the car, they slip out easiest from underneath.
14. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent will ease the removal of any gasket material.

INSTALLATION

1. Remove the Oxygen Sensors from the stock manifolds and install them into the Doug's Headers. Use a small amount of Anti Seize on the threads; be careful not to get any on the probe as this can contaminate the sensor causing poor running and decreased performance.
2. Starting on the passenger side, remove the lower nut of the motor mount and raise the engine about 1". Remove the starter and let it rest on the oil pan "Shelf".
3. Apply a THIN film of Ultra Copper Hi-Temp, **Sensor-Safe** Silicone Sealer to each side of the header gasket and stick the gasket to the header flange. Apply anti seize to the supplied header bolts.
4. Install the right side header and gasket from above and using the supplied bolts and washers start two of them to hold the header in place, leaving the header loose.
5. Replace the starter motor and reroute the wires as necessary to keep them off the header.
6. Lower the motor back onto the motor mount and retighten the nut.
7. Install the remainder of the header bolts and torque to 18 ft./lbs on aluminum heads or 25 ft/lbs on Iron Heads. Tighten the center two bolts first and then work your way out.
8. Reinstall the oil dipstick.
9. Moving to the driver's side, remove the motor mount nut and raise the engine about 1".
10. Apply a THIN film of Ultra Copper Hi-Temp, **Sensor-Safe** Silicone Sealer to each side of the header gasket and stick the gasket to the header flange. Apply anti seize to the supplied header bolts.
11. Install the left side header and gasket from above and using the supplied bolts and washers start two of them to hold the header in place, leaving the header loose.
12. Lower the motor back onto the motor mount and retighten the nut.
13. Install the remainder of the header bolts and torque to 18 ft./lbs on aluminum heads or 25 ft/lbs on Iron Heads.
14. Tighten the center two bolts first and then work your way out.
15. Re install the spark plugs and plug wires
16. Re install the coil packs and connect the wiring. Reconnect the O2 sensor wires.
17. Using the new gaskets, install the A.I.R. tube using the supplied bolts, washers and nuts.
18. Install the plastic cover for the fuel rail / coils.
19. Re-install the alternator, belt, and electrical connectors.
20. The headers are designed for a slip fit on the exhaust for maximum clearances. After fitting your exhaust pipes, use the supplied stainless steel band clamps to secure the exhaust to the headers.
21. Connect the negative battery cable.

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.

STARTING 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.

PARTS LIST

Qty	Description
1	Left Side Header
1	Right Side Header
2	Header Gaskets
12	8mm-1.25 X 25mm, Header Bolts
16	Lock-Washer (8mm)
2	Gasket (A.I.R.)
4	8mm-1.25 X 25mm Hex Head Bolts (for A.I.R.)
2	Angled Reducers (L & R)
2	Stainless Steel Band Clamps