



Corporate Office: PerTronix Inc. 440 E. Arrow Highway, San Dimas, California 91773 * Phone 909.599.5955 * FAX 909.599.6424 * www.dougshaders.com

HEADER INSTALLATION INSTRUCTIONS

Part # D190

1972-81 JEEP CJ5, CJ6, CJ7

304-401 V8



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.

DISASSEMBLY

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 3 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 and mark all spark plug wires and then remove all spark plugs.
5. Remove the Oil Dipstick Tube, Clutch or Auto Trans Linkage, Fenderwell Brace, Carbon Cannister if equipped,
6. Disconnect the head pipes from the exhaust manifolds and remove the stock exhaust manifolds and entire exhaust system.
7. If the Jeep has an Air Injection pump this will have to be removed as these headers will not work with it.

8. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface.
9. Remove the lower U Joint on the steering shaft.
10. The inner fenderwells need to be cut for the headers exits. this will be the lower most portion where the inner fender meets the frame. A 4" square section is a good place to start and then trim as necessary as you install the headers.

INSTALLATION

1. Starting with the driver's side, work the header up into position from below until you get the collectors out through the inner fender and can line the header up with the ports. Take your time and trim the inner fender as needed.
2. Slip the gasket into position and start all the supplied header bolts and lock washers.
3. Tighten all the bolts in an even pattern working from the center outwards to a final torque of 35 ft lbs.
4. From below, work the passenger's side header up into position following the same procedure as the driver side..
5. Slip the gasket into position and start all the supplied header bolts and lock washers.
6. Tighten the header bolts evenly starting from the center to a final torque of 35 ft lbs.
14. Reinstall Oil Dipstick Tube, Clutch or Auto Trans Linkage, Fenderwell Brace, Carbon Canister.
You may have to drill new holes for the fenderwell braces as you most likely cut away the original hole.
15. Bolt the supplied reducers to the headers using the supplied gaskets, bolts, nuts, and washers.
16. Install the spark plugs and connect the wires to the proper plug.
17. Connect the battery cables.

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

Qty	Description		
1	Left Side Header	2	Header Gaskets
1	Right Side Header	2	Reducers
2	Collector Gaskets	6	3/8 X 1 1/4" Hex Head Cap Screws
12	3/8" X 1" Header Bolts	6	3/8" Hex Nuts
18	3/8" Lockwashers	4	5/16" Lockwashers
4	5/16 X 1" Header Bolts (Some heads have 5/16" bolts on the end holes)		