

HEADER INSTALLATION INSTRUCTIONS

**1967-69 Camaro / 1968-74 Nova
with 572 Tall Deck Motor
PART NUMBER: D321**

NOTE:

- 1. This header was designed for use with the GM Crate 572 engine or similar Tall Deck block and heads**
- 2. For proper fit original Big Block motor mounts and stands Must be used. Small block or universal mounts will not work and the headers will hit the steering.**
- 3. If running power brakes the booster must be 9" or smaller.**



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.

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.

Instructions

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 spark plug wires and spark plugs.
4. Remove the old manifolds or headers and clean the cylinder head exhaust mounting surface.
5. It is recommended to remove the starter, oil filter, power steering slave, dip stick, and clutch linkage to ease header installation.

6. Support the engine by the oil pan with a block of wood and remove the driver's side motor mount bolt. Raise the driver's side of the engine 2". It may help to loosen the transmission mount bolts as well.
7. From below, work the Driver's side header up through the chassis into position. Install one header bolt at each end to hold the header up but LEAVE LOOSE.
8. Lower the engine back into position and tighten the motor mount and trans bolts.
9. With the header still loose work the clutch linkage through the #3 & 4 tubes into position.
10. Reinstall the oil filter, dip stick, and any steering that was loosened.
11. Slip the gasket in place and install all the header bolts and lock washers. Torque to 35 ft lbs on iron heads or 18 ft lbs on aluminum heads.
12. From below slip the Passenger side header into position. Insert the gasket and install all the header bolts and lock washers. Torque to 35 ft lbs on iron heads or 18 ft lbs on aluminum heads.
13. Reinstall the starter.
14. Alternator, A/C, and power steering brackets may have to be modified to work with a tall deck motor with headers in these early cars.
15. Reinstall the spark plugs and wires, and reconnect the 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.
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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. Check the oil level.

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
16	3/8 X 1" Header Bolts
22	3/8 Lock-washer
6	3/8-16 x 1 1/4" Collector Hex head bolts
6	3/8-16 Hex Nuts
2	Collector gaskets
2	Reducers