

## HEADER INSTALLATION INSTRUCTIONS

### D3331

#### APPLICATION

#### 1997-1998 CORVETTE, LS-1 / LS-6

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The product accompanying this document has been granted a California Air Resources Board (CARB) exemption, an "E.O." number, or is a direct or consolidated replacement part. It is 50-state legal, when installed on the appropriate vehicles per the manufacturer's application guide.

**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 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. Remove bolts attaching head pipe to manifold.
4. Disconnect and remove the oxygen sensors from the manifolds.
5. Disconnect the electrical connectors on the alternator.
6. Remove the drive belt from the alternator pulley and remove the alternator.
7. Remove the plastic covers that cover the fuel rail coils (for ease of removal of the manifolds and installation of the headers).
8. Remove the oil dipstick and tube.
9. Remove spark plug wires.
10. Remove A.I.R. (air injection) bolts.

11. Remove the manifold bolts.
12. Remove manifolds and gaskets.
13. Remove any gasket material or any carbon deposits that remain on the head surface.

## ASSEMBLY

1. Use a small amount of anti-seize on header bolts.
2. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to each side of the header gaskets and stick the gaskets to the header flanges. Masking tape can be used to help hold the gasket to the header.
3. Install the **RIGHT SIDE** header and gasket using the supplied bolts and washers. Torque 18 ft./lbs on aluminum heads or 25 ft/lbs on Iron Heads.
4. Install the A.I.R. and gasket using the supplied bolts, washers and nuts.
5. Install the spark plug wires and Oxygen sensor.
6. Install the oil dipstick tube, dipstick and supplied bracket with supplied hardware.
7. Install hardware for head pipe / header.
8. Install plastic cover for the fuel rail / coils.
9. Install the **LEFT SIDE** header and gasket using the supplied bolts and washers.
10. Install the A.I.R. and gasket using the supplied bolts, washers and nuts.
11. Install the spark plug wires and Oxygen sensor.
12. Install the alternator, belt and electrical connectors.
13. Install plastic cover for the fuel rail / coils.
14. Install hardware for head pipe / header.
15. 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 gaskets
12	8mm x 1.25mm x 25mm, header bolts
16	Lock-washer (8mm)
2	Gasket (A.I.R.)
6	Lock-washer (7/16")
6	Screw (7/16"-14 x 1-1/4")
4	Bolt (5/16"-18 x 1")
4	Nut (5/16"-18)
1	Bracket (Dipstick)
1	Washer (Flat, 3/8")
1	Bolt (1/4"-20 x 3/4")
1	Nut (1/4"-20)
1	Lock-washer (1/4")
1	Sticker (C.A.R.B., E.O., D-57-19)



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This vehicle is equipped with:  
**Dougs Headers # D33XX**  
**JBA Headers # 18XXS**

Legal for sale and installation in California

**CARB EXECUTIVE ORDER**  
**D-57-19 & D-57-25**

**WARNING**

This label is required to aid in passing the California smog check program. This label must be installed in an underhood location that is readily visible.