

## HEADER INSTALLATION INSTRUCTIONS

1998-99 Camaro/Firebird, LS-1 / LS-6  
PART NUMBER: D3339



**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.

**Note: Oxygen Sensor Simulators are needed for these to headers to work with stock fuel injection computers. They are available from Afterthoughts Auto ([www.afterthoughtsauto.com](http://www.afterthoughtsauto.com))**

**Note: We recommend spark plug wires with a 145 degree boot to keep them off the header tubes.**

## 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. Disconnect and remove all 4 Oxygen Sensors, marking them for proper re installation.
4. Remove the Drive shaft Safety brace from just underneath the front of the driveshaft.
5. Remove the 4 bolts that connect the Catalytic convertors to the Y Pipe, and remove the Y pipe from the vehicle.

6. Remove the 3 nuts attaching Catalytic converters to stock manifolds then remove the convertors.
7. Remove the spark plug wires and plugs from both sides of the motor.
8. Disconnect the A.I.R. tube assembly from each manifold.
9. Remove the 2 bolts that hold the EGR Tube but Do Not try and remove the tube.
10. Remove the Oil filter, left side heat deflector, and the Starter Motor.
11. Center the Steering wheel so that it points straight ahead. Turn the key to the lock position and REMOVE THE KEY!
12. Remove the lower steering shaft – **NOTE: DO NOT rotate the steering shaft with the lower shaft disconnected or damage to the air bag can occur. See the G.M. service manual and G.M. Notice #26068010 before removing.**
13. Remove the oil dipstick and tube.
14. Remove the stock exhaust manifolds.
15. 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. Slide the Right side (passenger) header up from below into approximate position.
2. From above, slip the gasket into place and using the supplied 8mm header bolts and lock washers, bolt the header to the cylinder head. We recommend a dab of anti size on the threads and then torque 18 ft./lbs on aluminum heads or 25 ft/lbs on Iron Heads.
3. Re install and tighten spark plugs and plug wires. If using stock wires make sure that the boots don't contact the header.
4. Reattach the EGR tube using the two 8mm bolts and the EGR gasket.
5. Re install the oil dipstick and tube
6. On 2000 models reinstall the right side A.I.R. using the new gasket.
7. Install the right side oxygen sensor that was in the pre convertor into the header collector. 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.
8. Reinstall the starter motor.
9. Slide the Left side (driver) header up from below into approximate position.
10. From above, slip the gasket into place and using the supplied 8mm header bolts and lock washers, bolt the header to the cylinder head. We recommend a dab of anti size on the threads and then torque 18 ft./lbs on aluminum heads or 25 ft/lbs on Iron Heads.
11. Re install and tighten spark plugs. Replace the spark plug wires. If using stock wires make sure that the boots don't contact the header.
12. Re install the lower steering shaft, again being careful not to turn the upper shaft or the air bag could malfunction. Tighten bolts to factory specifications.
13. Install the A.I.R. tube and new gasket.
14. Install the left side oxygen sensor that was in the pre convertor into the header collector. 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.

15. Install the recommended Oxygen sensor simulators on both sides according to the manufacturer's instructions.
16. Reinstall the oil filter and check the oil level.
17. To complete the installation we recommend using Exhaust Y Pipe, Doug's #D900
18. 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	Collector Extensions
2	Header Gaskets
12	8mm-1.25 X 25mm, Header Bolts
18	Lock-Washer (8mm)
2	Gasket (A.I.R.)
1	E.G.R. Gasket
2	36" Oxygen Sensor Wire Extensions
6	5/16-18 Button Head Bolts
6	5/16-18 Hex Nuts