

HEADER INSTALLATION INSTRUCTIONS

PART NUMBER: D365

1962 – 67 Chevrolet Nova/Chevy II

265-400 Small Block, Dual Flange for Large Port heads
Fenderwell Exit



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.

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 the Stock Exhaust system and exhaust manifolds from the engine
4. Remove spark plug wires and spark plugs.
5. Remove the alternator. It may help to remove the Master Cylinder.
6. The fenderwells have to be modified for this header to work. There is an illustration on the next page outlining our suggestion for this modification. Carefully cut the inner fender as suggested using a Plasma cutter, Cut Off Wheel or Reciprocating saw taking care not to cut through any wiring or plumbing. Check both side of the Fenderwell before cutting.
7. 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. These headers are a dual flange design. Install the inner flange to both heads using the gasket and Counter Sunk Allen head bolts. Torque to 25 ft/lbs on iron heads or 15 ft/lbs on Aluminum Heads.
2. Passenger Side - Working from the top, slide the header through the opening in the inner fender that you cut and line the header up with the cylinder head.
3. Place the gasket into position and start the bolts. After all the bolts are started and you have verified that the header does not contact the inner Fenderwell, tighten the bolts working from the center out. Trim Fenderwell as necessary.
4. Drivers Side – Installation is the same as the passenger side with the exception of the forward most two bolts. If your alternator or generator mounted to the exhaust manifold, use bracket #H7606 to mount your original alternator bracket. If you don't have the original bracket, order part #H7607. See illustration for installation.
5. Re install spark plugs and wires. Reinstall Master Cylinder if removed.
6. 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.

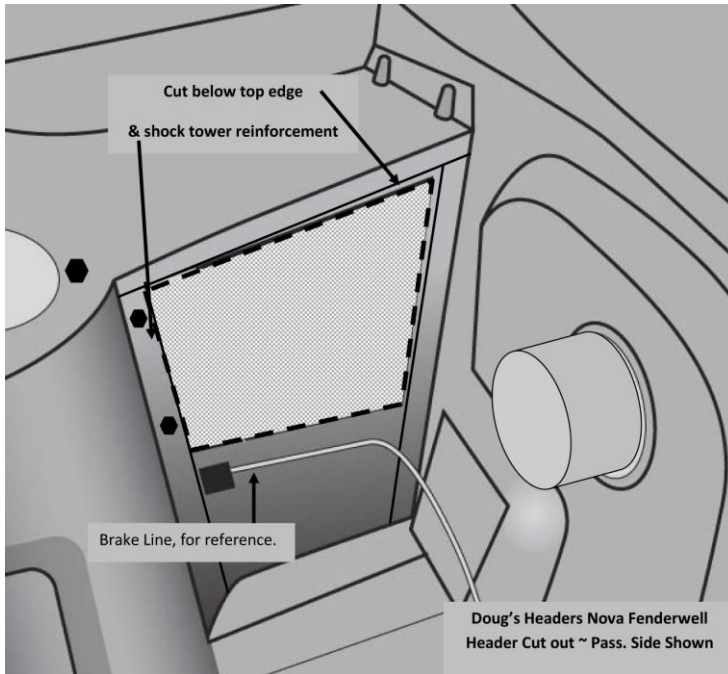
STARTING THE ENGINE

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.

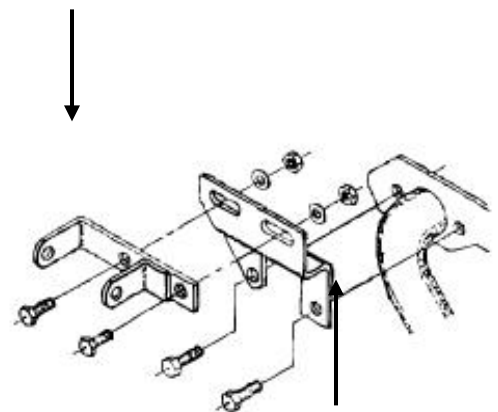
NOTE: Check the bolts periodically to make sure they have not loosened. Re-tighten after the first 500 miles and then again at 1000 miles.

PARTS LIST

Qty	Description
1	Left side header
1	Right side header
2	Header gaskets
2	Inner Flange gaskets
2	Inner Flanges
14	3/8 – 16 X 1" Header Bolts
12	3/8 – 16 Counter Sunk Allen Bolts
14	3/8" Internal Lock Washer
2	Doug's stickers



Original Chevrolet Alternator Bracket
or Doug's part #H7067 (Optional)



Doug's Bracket #H7606