

HEADER INSTALLATION INSTRUCTIONS

D440

**1962-1965 Dodge Coronet, Plymouth Belvedere, Plymouth Fury
426 Wedge, 440 motors**

**NOTE: Designed for B/RB Original Heads casting # 905 or 915,
1975 and later heads may require flange modification**



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 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. 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. Disconnect and remove the starter motor.
6. Disconnect the drag link from the pitman arm.
7. Remove dipstick tube and dipstick. Remove the Oil Filter.
8. Drain the radiator since you will lose water when pulling the exhaust studs or bolts from the heads.
9. Remove head pipes and exhaust manifolds. (Caution, small amounts of anti-freeze can be retained in the engine block. It may drain from the bolt holes that go into the water jackets as the manifolds are removed when the studs loosen or are removed).

ADDITIONAL DISASSEMBLY AND CLEANING

1. We recommend removing all of the exhaust studs with a stud removal tool and using the supplied header bolts on reassembly.
2. Chase the threads with a tap, however, do not force the tap as it may break. Work slowly and use thread cutting oil. Clean the oil from the threads when done.
3. The fenderwells need to be cut for the header tubes to pass through. See Pictures at the bottom of the page. These are approximate examples, you may have to trim more as you install the headers.
4. The headers come with the flange only cut about 90% where the tubes need to be disconnected. This is done to prevent damage in shipping and to assure consistent coating. With a hack saw or similar continue the cuts the remainder of the way through the flange.

ASSEMBLY

DRIVER SIDE

1. From below, work the main header with the L1 and L4 tubes removed, through the fenderwell.
2. Insert the gasket and Loosely start the header bolts - Do Not Tighten.
3. Slip the L1 tube through the fenderwell from above and loosely install the header bolts. We recommend using Teflon Thread Sealant on the bolts to keep them from leaking water.
4. From below, work the L4 tube through the Chassis and into position, again loosely installing the header bolts.
5. Using the supplied gaskets and bolts, loosely bolt the L1 and L4 tubes to the main header.
6. Slip the starter back into position and tighten the bolts.
7. Carefully tighten all the header bolts, starting in the center and working your way outwards, doing a little at a time. Final torque to 35 ft/lbs
8. Re-assemble the steering linkage.

PASSENGER SIDE

1. From below, work the main header with the R1 and R4 tubes removed, through the fenderwell.
2. Insert the gasket and Loosely start the header bolts - Do Not Tighten.
3. Slip the R1 tube through the fenderwell from above and loosely install the header bolts. We recommend using Teflon Thread Sealant on the bolts to keep them from leaking water.
4. From below, work the R4 tube through the Chassis and into position, again loosely installing the header bolts.
5. Carefully tighten all the header bolts, starting in the center and working your way outwards, doing a little at a time. Final torque to 35 ft/lbs
6. Replace the oil filter adaptor. Replace the dip stick tube and dipstick.
7. Replace the spark plugs and wires.
8. Install reducers and attach to the rest of the exhaust system.
9. Refill the radiator with the saved anti-freeze.
10. Reattach the negative battery cable at the battery.

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 |
| 2 | Reducers |
| 2 | Collector Gaskets |
| 4 | 2 Bolt Gaskets |
| 12 | 3/8 X 1" Header Bolts |
| 32 | 3/8 Lockwasher |
| 14 | 3/8 X 1 1/4" Hex Head Bolts |
| 14 | 3/8 Hex Nuts |

