

HEADER INSTALLATION INSTRUCTIONS

PART NUMBER: D570
1970-81 Pontiac Firebird 326-455

NOTE:

Some Pontiac Cylinder Heads Do Not have provisions for the front and rear exhaust bolts. You must drill and tap these holes for your Doug's Headers to properly seal.



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 cable from the battery.
2. If a hoist is not available, raise the car 3 feet or higher and support with adequate jack stands. Make sure the car is on a flat solid surface and is stable.
3. Unbolt the headpipes from the factory manifolds and move the exhaust out of the way.
4. Remove the spark plug wires and spark plugs. Remove the manifolds from the motor.
5. Remove the Oil Filter and Housing, the Transmission/Key interlocking device, the Starter, Reverse Lock Out Rod, and Clutch Linkage and Cross Shaft.
6. If equipped with Air Conditioning, loosen the bracket and slide the compressor out of the way.
7. Clean the cylinder heads of any leftover gasket material or built up carbon
8. On 79-81 cars you need to remove the brace from the lower control arm to the chassis.

INSTALLATION

1. From below work the driver's side head up into position.
2. With the gasket in place, use the supplied header bolts and lockwashers and bolt the header to the cylinder head. Tighten evenly to a final torque of 35 Ft/lbs on iron heads.
3. Reinstall the starter, clutch linkage and cross shaft. Replace the Reverse lock out rod, on 79 and later models this will need to be modified as shown in Illustration 1.
4. On 79 and later models you may have to bend the brace the lower control arm brace that you removed earlier in order for it to clear the header.
5. Starting from below, slide the Passenger side header into position.
6. Slip the gasket between the header and the head and start all of the supplied header bolts and special lock washers starting with the 4th one from the front as it has restricted clearance. Do NOT tighten.
7. With the header loose, install the oil filter housing and the oil filter.
8. Tighten the header bolts starting with the 4th bolt, drawing the header up to the head and then tightening the remainder of the bolts.
9. In order to retain the Hot Air to the carburetor, modify the heat stove as shown in Illustration 3.
10. Install the supplied reducers using the gaskets and hardware.
11. Cut the headpipes to match the reducers if the original exhaust is to be used.
12. Reinstall the sparkplugs and plug wires.
13. 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.
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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.

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.

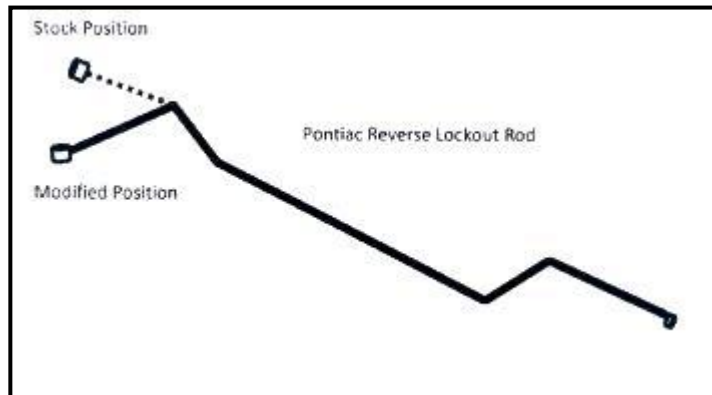


Illustration 1

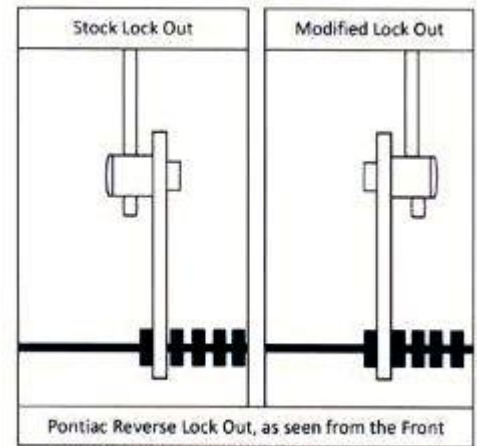


Illustration 2

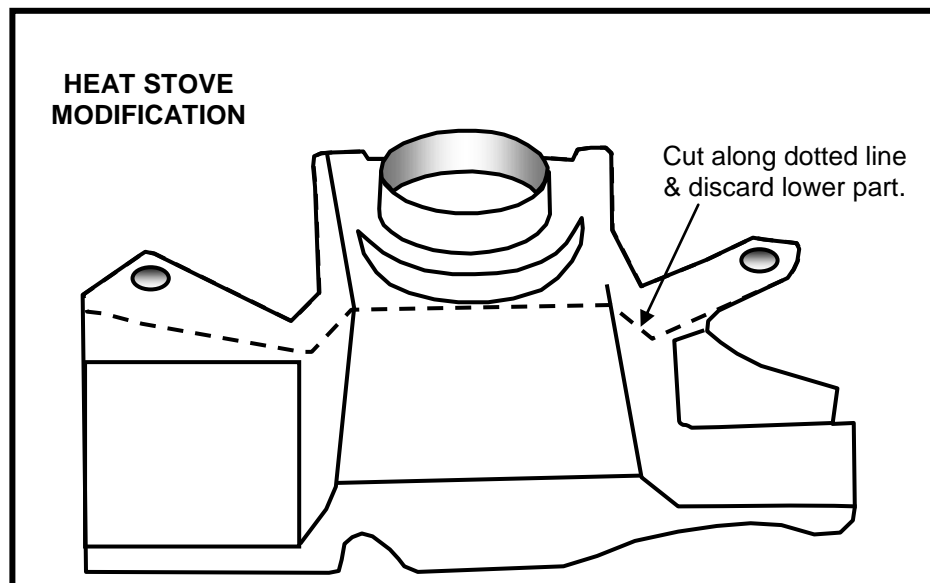


Illustration 3

PARTS LIST

| Qty | Description |
|-----|--|
| 1 | Left Side Header |
| 1 | Right Side Header |
| 2 | Header Gaskets |
| 2 | Reducers |
| 2 | Collector Gaskets |
| 12 | 3/8-16 X 1", Header Bolts |
| 6 | 3/8-16 X 1 1/4" Collector Hex Head Bolts |
| 6 | 3/8-16 Hex Nuts |
| 18 | 3/8" Internal Lock Washers |
| 1 | Oil Filter Mount Gasket |
| 2 | Doug's Stickers |