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HEADER INSTALLATION INSTRUCTIONS

PART NUMBER: D624

Original Shelby Cobra 260-289

Replica Cobra's with 260-302 Ford and factory style frame

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.

IMPORTANT – Please Read. These headers were designed on an original 289 Cobra, chassis #CSX2291. As is well known, these cars can vary from one to the next and we have tried to account for this as much as possible and still fit a large long tube header in the chassis. Due to the nature of these cars, it is possible that some slight modification of the tubes could be necessary



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**.

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 spark plug wires and spark plugs.
4. Remove the existing headers or manifolds

5. 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. Starting on the passenger side, slide the header into place from UNDER the car. It should slip into place without any clearance issues, but again with these cars there can be variances.
2. Using the supplied Doug's Premium gaskets, bolt the header to the cylinder head using the special header bolts and star washers. Snug each bolt before torquing to 25 ft. lbs. starting from the center and working outwards.
3. On the driver's side things get tight. The driver's side header features a slip tube on the #8 tube. The flange for the slip tube is not cut all the way at the factory to prevent damage during shipping. You will need to cut the flange the remaining portion before attempting installation.
4. The driver's side header slips in from the top. We found that unbolting the pillow block that holds the steering shaft to the top of the pedal box allows more room for installing the header. Slip the main portion of the header into place and then the #8 slip tube. You may want to coat the slip joint with High Temp Silicone to prevent minor leakage. Watch out for the clutch hydraulic line as you fit the header.
5. It may be necessary to remove the oil filter and cooler adaptor as well.
6. You may find that the pivot shaft for the pedals that comes through the pedal box interferes with the header collector, in which case you will want to shorten the shaft slightly to gain more room. We looked at 6 cars and each of these had a bit of difference in length and it will not hurt anything to shorten it.
7. Using the supplied Doug's Premium gaskets, bolt the header to the cylinder head using the special header bolts and star washers. Snug each bolt before torquing to 25 ft. lbs. (for Iron heads) starting from the center and working outwards.
8. If removed re install the oil cooler adaptor and oil filter.
9. Re install the spark plugs and wires.
10. Re install the steering shaft / pillow block.
11. 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
16	3/8-16 header bolts
16	Lock-washer (3/8")
2	V-Band Clamps
2	V-Band reducers
2	Doug's Stickers