

## HEADER INSTALLATION INSTRUCTIONS

**PART NUMBER: D627 & D627-R**  
**1967-70 Ford Mustang/Mercury Cougar**  
**FE390-428**

**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!**

**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.



**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**.

### **IMPORTANT!**

These headers were designed on the original Factory Cobra Jet Super Stock Race Cars of Paul Harvey and Hubert Platt. They are an extremely tight fit, especially between the shock towers. Shock towers that have been reinforced make matters worse and may require slight notching of the reinforcement plates. These headers feature two primary tubes that crossover under the oil pan for increased performance and fit. Please take your time when installing as patience is definitely required. Look at the photos for possible interference and close fit areas before starting. It is not unusual on this type of Racing header to have to make small flat spots in the tubes and or shim the motor mounts for adequate clearances. Many factors can affect header fitment including old, worn or bent motor mounts, previous chassis damage, modified structures, etc. For period correct look cut all pipes apart at the flanges just past the bolt holes creating 8 pipes at the head, cut the gaskets to match.

### **DISASSEMBLY**

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 3 feet or higher and support with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.

3. Remove bolts attaching stock manifolds to the head pipes.
4. Remove spark plug wires and spark plugs.
5. Remove the Oil Filter.
6. Remove the manifold bolts from each manifold.
7. Remove the manifolds or old headers from the car.
8. 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. The #1 header tube on each side has a two bolt connector and the header flange has been cut almost all the way through. We have done this to ease installation. In some applications it is easier to cut the flange the remainder of the way and separate these tubes to be installed individually.
2. The #4 header tube, which is the cross over is also cut almost all the way through at the flange. These should be cut at the flange to separate and ease installation.
3. Once the header flanges have been cut, ease the main header into position from below. This is a VERY tight fit and needs to be finessed in order to install. We recommend removing the motor mounts and supporting the motor from below to allow the header to slip into place.
4. Once you have the main header in place, insert the header gasket and install a couple of bolts to support the header. We have included two header bolt lengths to help with tight fitments. Repeat for the opposite side.
5. The # 1 tube (if removed) and the #4 tube on each side can now be fed into place and bolted to their respective 2 bolt connector flanges and to the cylinder head.
6. Install all remaining bolts, with lock washers, and tighten evenly.
7. Reinstall motor mounts and double check clearances.
8. Reinstall spark plugs and wires, oil filter, and re-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.
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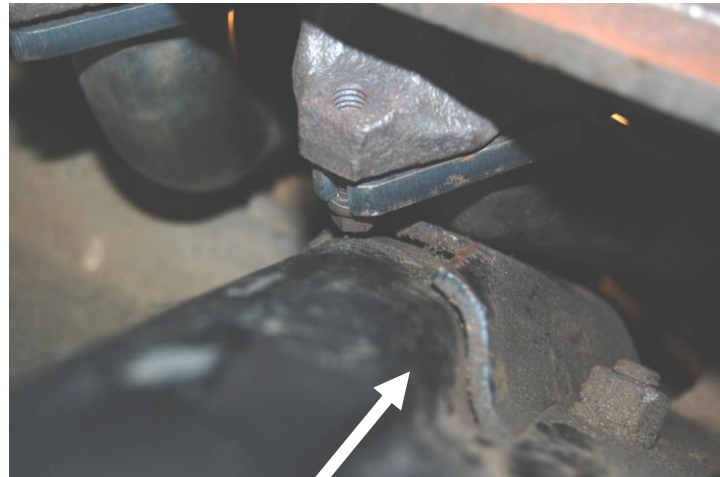
## STARTING THE ENGINE

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.

## PARTS LIST

Qty	Description
1	Left side header
1	Right side header
2	Header gaskets
4	2 bolt flange gaskets
24	3/8-16 X 1" header bolts
16	3/8-16 X 3/4" header Bolts
32	3/8" Header Lock-washer
14	3/8-16 x 1 1/4" Collector Hex head bolts
14	3/8-16 Hex Nuts
14	3/8" Lock washers



Note, notched shock



Installation in two different cars for reference.