

HEADER INSTALLATION INSTRUCTIONS

D661Y

1960-65 Ford Falcon, Ranchero, Mercury Comet

260-302 V8 WITH Rack & Pinion Steering Kit OR Mustang II Suspension

NOTE: Will Not Work With Column Shift



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 exhaust pipes from the stock manifolds.
4. Remove the spark plug wires and spark plugs. Remove the starter.
5. Remove the stock manifolds.
6. Clean the cylinder heads of any remaining gasket material and carbon build up.
7. Remove the Clutch Z Bar on standard trans cars.

INSTALLATION

1. Place a board between the oil pan and a jack. Remove the driver side motor mount bolt and jack the driver's side of the motor up about 2".

2. From below, work the header up into position. Install 2 header bolts loosely to hold the header, then lower the motor back into position and replace the motor mount bolt.
3. With the gasket in place, install the header bolts and washers. Tighten evenly to a final torque of 35 ft/lbs for iron heads or 18 ft/lbs for aluminum.
4. Place a board between the oil pan and a jack. Remove the passenger side motor mount bolt and jack the passenger side of the motor up about 2".
5. From below, work the header up into position. Install 2 header bolts loosely to hold the header, then lower the motor back into position and replace the motor mount bolt.
6. Replace the starter.
7. With the gasket in place, install the header bolts and washers. Tighten evenly to a final torque of 35 ft/lbs for iron heads or 18 ft/lbs for aluminum.
8. Replace the clutch Z-Bar.
9. Replace the spark plugs and wires.
10. 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 everything 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	Collector Gaskets
2	Reducers
16	3/8 x 1" Header Bolts
22	Lockwashers
6	3/8-16 x 1 1/4" Hex head bolts
6	3/8-16 Hex Nut