

HEADER INSTALLATION INSTRUCTIONS

PART NUMBER: D6682

APPLICATION

05-10 FORD MUSTANG, 4.6L, 3V



The product accompanying this document has been granted a California Air Resources Board (CARB) exemption, an "E.O." number, or is a direct or consolidated replacement part. It is 50-state legal, when installed on the appropriate vehicles per the manufacturer's application guide.

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.

Note 1: Remove the O² sensors from the factory H-pipe and label each one for correct positioning later

Note 2: The aluminized X-pipe kit (D925) is a direct bolt on component, designed to fit with the D6682 header. The D6682 header is also designed to allow for re-use of the factory H-pipe.

DISASSEMBLY / ASSEMBLY

LEFT SIDE:

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 the factory H-pipe.
5. Remove the left side stock manifold and all studs.

Very Important: Use a 5mm hex socket for the studs.



6. With the wheels straight and steering column in the locked position, remove the upper bolt on the steering shaft at the rack and pinion (**See Photo A**).
7. Using a small amount of force, pull the shaft up about ½" and back to disengage it from the steering shaft universal joint.
8. Clean the head surface of any carbon deposits or other foreign material.
9. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the supplied gasket and glue it to the header. Masking tape can be used to help stick the gasket to the manifold.
10. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the gasket.
11. Apply anti-seize to the stock header bolts.
12. Install the O² sensor into the header before inserting the header into the engine compartment (O² extension harnesses supplied).
13. Insert the left side header into the engine bay from below. Install the bolts.
14. Tighten all bolts evenly to ensure a proper gasket seal to the head.
15. Re-install the steering shaft into the coupler. Slide the shaft down into the socket and tighten the bolt.

RIGHT SIDE:

1. Remove the right side stock manifold and all studs.
Very Important: Use a 5mm hex socket for the studs.
2. Clean the head surface of any carbon deposits or other foreign material.
3. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the supplied gasket and glue it to the header. Masking tape can be used to help stick the gasket to the manifold.
4. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the gasket.
5. Apply anti-seize to the stock header bolts.
6. Insert the right side header into the engine bay from below.
7. Install the bolts.
8. Tighten all bolts evenly to ensure a proper gasket seal to the head.
9. Re-install the O² sensors in the correct position (O² extension harnesses supplied).
10. Connect to exhaust system.
11. Connect the negative battery cable.

START 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

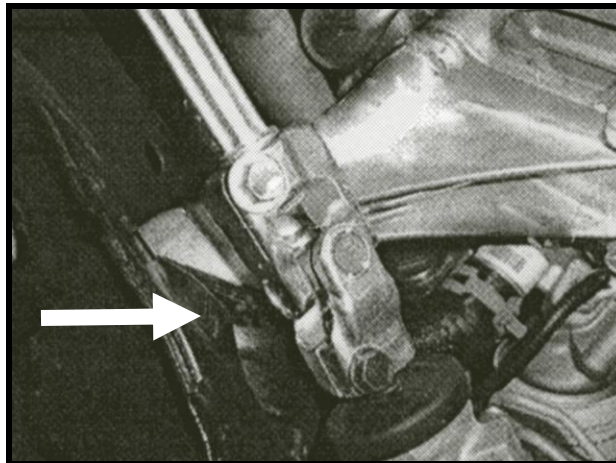
IMPORTANT CHECK LIST

- 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
4	Header gasket (1 set per side)
16	Bolt, header, flanged, (8mm, 1.25mm x 25mm)
16	Lock-washer, 3/8"
2	O ² sensor extension cables

PHOTO A



440 E. Arrow Hwy.
San Dimas, CA 91773
(909) 599-5955

This vehicle is equipped with:

Dougs Headers # D66XX

JBA Headers # 16XXS

Legal for sale and installation in California

CARB EXECUTIVE ORDER
D-57-19 & D-57-27

WARNING

This label is required to aid in passing the California smog check program. This label must be installed in an underhood location that is readily visible.