

HEADER INSTALLATION INSTRUCTIONS

D670A2 (2V heads, Auto) D670S2 (2V heads, Manual)

D670A4 (4V heads, Auto) D670S4 (4V heads, Manual)

1967-70 Ford Mustang, 1967-70 Cougar ~ 351C

NOTE: Power Steering cars with Ram require bracket #H7609

1970 Fairlane, 1970-71 Torino, Ranchero, Cylcone, Montego (No power steering)



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 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 and mark all spark plug wires and then remove all spark plugs.
- 5) Disconnect the head pipes from the exhaust manifolds and remove the manifolds.
- 6) Remove the power steering ram from the frame if equipped.
- 7) Remove Clutch linkage on manual trans cars.
- 8) Remove any gasket material or any carbon deposits that remain on the head surface.

INSTALLATION

1. Start the driver side header from below and work it up through the chassis into position. On the Manual trans headers the driver side #4 tube unbolts from the header. You need to cut the flange with a hacksaw or similar. It is precut 90% of the way so the header won't be damaged in shipping. Bolt the main header in first, then the #4 tube.
2. Start all the header bolts and tighten evenly to a final torque of approximately 35 ft/lbs on iron heads or 18 ft/lbs on aluminum heads
3. Reinstall the power steering ram with a purchased bracket P/N H7609. It may be necessary to reroute the power steering lines for header clearance.
4. Transmission:
 - a. Automatic: Check the kickdown linkage. It may be necessary to bend the linkage towards the engine until it will work properly.
 - b. Manual: Install clutch linkage.
Check the steering lockout rod, which may also require bending (to fit) or removal. If removed, the linkage to which it was attached must be wired in place to prevent steering from locking while the vehicle is moving
5. Start the passenger side header from below and work it up through the chassis into position.
6. Start all the header bolts and tighten evenly
 - a. Note: It may be necessary to reroute the automatic transmission cooling lines and/or starter cables for adequate header clearance.
7. Tighten all the header bolts evenly to a final torque of approximately 35 ft. lbs.
8. Replace the spark plugs and spark plug wires.
9. If the collector contacts the emergency brake cable, the bracket must be relocated so the cable will clear. See Illustration A & B below.
10. Use the supplied reducers to connect the collectors to your stock exhaust system.
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

<u>Qty</u>	<u>Description</u>		
1	Left Side Header	16	3/8 x 1" Header Bolts
1	Right Side Header	22	Lockwasher
2	Header Gaskets	6	3/8-16 x 1 1/4" Hex Head Bolts
2	Reducer Gaskets	6	3/8-16 Hex Nuts
2	7/16 x 1 1/4 bolt (S2 and S4 only)	1	2 bolt gasket (S2 and S4 only)
2	7/16 Hex Nuts (S2 and S4 only)		

FIGURE A
(VIEW FROM UNDER THE VEHICLE)

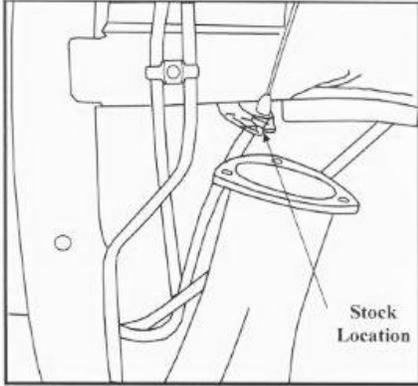


FIGURE B
(VIEW FROM UNDER THE VEHICLE)

