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HEADER INSTALLATION INSTRUCTIONS
H8096

1978-83 Malibu, 1978-87 El Camino, 1978-88 Monte Carlo, 1978-88 Olds Cutlass Supreme, 1978-87 Olds Calais, 1978-83 Olds Cruiser, 1978-87 Pontiac Grand Prix, 1982-86 Pontiac Bonneville

With Factory Installed Chevrolet Small Block

NOTE:

- **Must use Non Shell style motor mounts**
- **Cars with alternator mounted to left side exhaust will need bracket #H7806**



This product is Not legal for Street or Off Highway use in California or in states that have adopted California Emissions Regulations and is only intended for Closed Course Competition use, except 1965 and Older US manufactured California Certified vehicles, 1967 or older US manufactured Federally Certified vehicles, or 1967 and older Foreign manufactured vehicles which may have any aftermarket add-on or modified part installed as long as the vehicle can still meet the tailpipe emission standards for the year of the vehicle and retain any original or retrofit crankcase control (PCV) devices and NOx device required for the year of the vehicle.

PerTronix© thanks you for choosing ***PATRIOT Exhaust Products***, the best value for the dollar of any brand in the industry. Please read and understand these instructions completely prior to starting work.

CHECK TO MAKE SURE YOU RECEIVED THE PROPER PARTS FOR YOUR APPLICATION. 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.

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 alternator, dipstick, dipstick tube, clutch linkage, and oil filter. Remove the starter if needed. On late model cars, remove the power steering bracket.
7. Disconnect the head pipes from the exhaust manifolds and remove the manifolds.
8. Remove the alternator, dipstick, dipstick tube, clutch linkage, and oil filter. Remove the starter if needed. On late model cars, remove the power steering bracket.
9. On cars equipped with air conditioning, unbolt the compressor and lay aside.
10. Some models may require the floor board heat shield removal for adequate clearance.
11. The clutch linkage may need to be modified as in **Illustration A.**
12. Models with alternator on the left side may need to purchase brackets H7606. See **Illustration B.**
13. On some year models, it will be necessary to remove or modify the two struts that bolt to the sub-frame. See **Illustration D**
14. Remove any gasket material or any carbon deposits that remain on the head surface.
15. After cleaning is complete remove the spark plugs again.

ASSEMBLY

1. Note: Some year models may require the engine to be raised slightly by removing the motor mount bolt on either side. Use a board between the pan and jack.
2. Install the headers from the bottom of the vehicle. Slide the headers into place, slip the gasket between the header and motor, and install a bolt at either end of the header to hold them in place.
3. Lower the motor, replace the motor mount bolts and check for header clearance.
4. Using the supplied header bolts, apply a small amount of anti-seize to the bolts and start the most restrictive bolts first. Tighten to a final torque of 35 ft. lbs.
5. Replace the clutch linkage, oil filter, dipstick tube and dipstick and alternator.
6. Cars with A/C will need to modify the bracket, see **Illustration E**.
7. On late model cars with power steering, use the spacer provided and the long bolt from the stock exhaust manifold to remount the power steering. **See Illustration C.**
8. Replace the starter and connect the wires. Reroute the wires as needed for clearance.
9. Install the reducers and determine the connection to the exhaust system.
10. Weld the reducers to the exhaust system and install them onto the headers utilizing the gaskets and bolts supplied.
11. Install the spark plugs and connect the wires to the proper plug. It may be necessary to reroute wires to clear the headers.
12. Check to make sure that all the wiring, brake lines, hoses, etc. are clear of the headers or any exhaust component.
13. Make sure all necessary brackets and accessories have been replaced and secured.
14. Connect the battery cable.

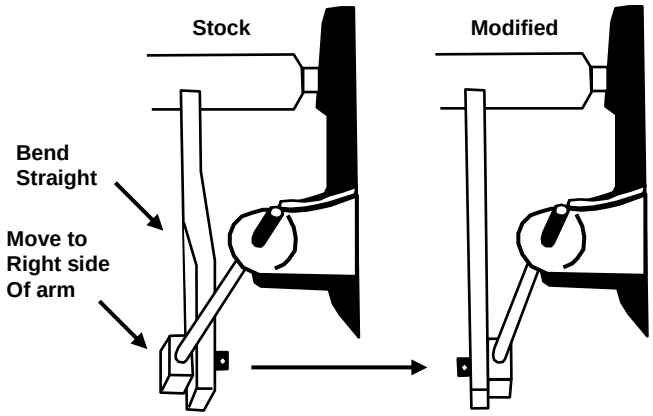


Illustration A:
Clutch Linkage Modification

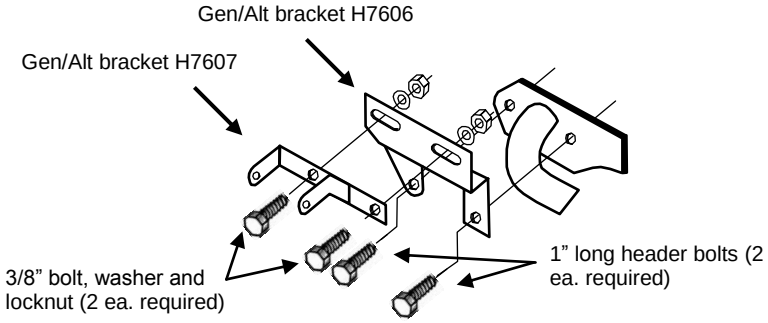


Illustration B:
Gen/Alt Bracket

Models equipped with power steering require power steering spacer, provided in accessory pkg.

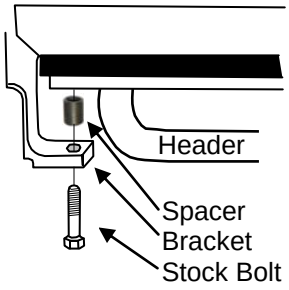


Illustration C:
Power Steering Bracket

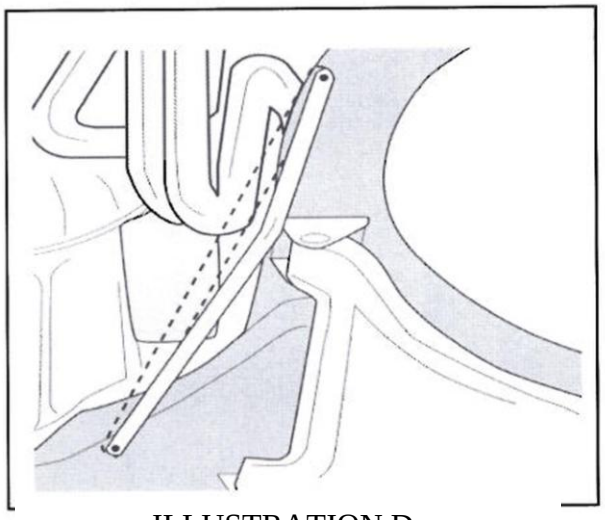


ILLUSTRATION D:
Chassis Brace modification

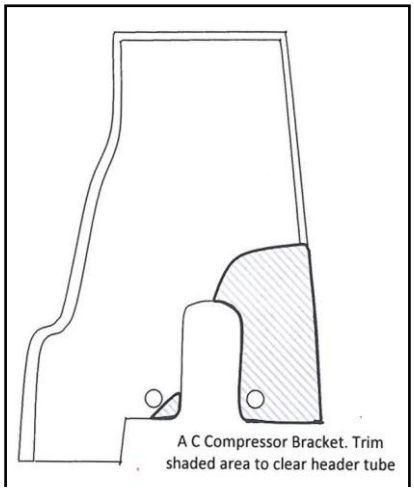


ILLUSTRATION E:
A/C Bracket modification

START 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

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
2	Header gaskets
2	3” reducers
1	Spacer
2	3”, 3 bolt collector gaskets
12	3/8”-16 x 3/4” header bolts
6	3/8”-16 x 1” hex head cap screws
6	3/8”-16 hex nut