

HEADER INSTALLATION INSTRUCTIONS

Part # D564 & D567

APPLICATION:

1964-1972 Pontiac GTO, Pontiac Le Mans, Pontiac Tempest

WARNING: These headers are VERY Tight in the chassis. We have found as these cars get older the frames tend to sag slightly making the clearance even tighter. Please read the notes below.

NOTE 1: Many aftermarket motor mounts are NOT made to original factory specs and cause fitment issues. If the motor mounts in your car are not up to factory specs, the headers could hit the frame. In this case you either need to replace them, OR Shim the motor mount stand to bracket to make up the difference – See Picture #1 on the last page. Additionally some aftermarket motor mounts may have excess rubber on the mount and may interfere with the header tubes. It will be necessary to trim away any excess material as needed.

NOTE 2: 4 speed applications: Some early bell housings had two starter pockets. If your vehicle is equipped with this bell housing, it will be necessary to use a FRAM # PH3675 or equivalent oil filter.

NOTE 3: “Requires removal or modification of locking steering column if equipped”.

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.



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.

DISASSEMBLY

DRIVER 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. Remove the spark plugs.
4. Remove the exhaust manifold. Cut the head pipe back approximately at the location of where the header exits. Some Engines only have 4 manifold bolts from the factory. It is highly recommended that the other two bolt holes on each head be drilled and tapped for bolts, otherwise header leaks will most assuredly occur and ***there is no warranty against this (this goes for both heads).***
5. Remove the starter.
6. Remove the clutch linkage (4 speed applications only).
7. Remove the motor mount bolt.

PASSENGER SIDE

1. Remove the spark plugs.
2. Same as the driver's side remove the exhaust manifold and cut the head pipe.
3. Remove the oil filter and filter adaptor.
4. Remove the dip stick tube (if applicable).
5. Replace the spark plugs finger tight (so debris will not get into the cylinders during the cleaning operation).
6. Remove any gasket material or any carbon deposits that remain on the head surface.
7. After cleaning is complete, remove the spark plugs again.

ASSEMBLY

PASSENGER SIDE (**NOTE: MUST INSTALL PASSENGER SIDE FIRST**)

1. Measure the Motor mount location on BOTH sides before continuing as shown in picture #1, take corrective action as necessary. Lift the engine approx. 1-2 inches to allow adequate room to install the header. Some motor mounts have a safety tab located in the center of the mount and that will have to be removed if there is any interference on the primary tube.
2. There is a brake line that runs over the top of the crossmember on some cars. This is right where the header need to go, so we recommend relocating it towards the control arm. See picture #2.
3. Place header into position and carefully let engine down. Be sure not to crush header while doing this. Once engine is sitting completely down, replace and tighten motor mount bolt.
4. Slip the gasket into position and start all bolts. NOTE: Start the fourth bolt from the front on the engine first. Once all the bolts are started, tighten them down evenly.
5. Replace the oil filter adaptor using the new gasket supplied and filter.
6. Replace the dip stick tube (If applicable).

DRIVER SIDE

1. On some vehicles, the brake Distribution Block, *MAY* interfere with the L4 header tube. If this is the case, you will need to relocate the block and brake lines upward by about an inch or so. Failure to do so will result in the header not fitting.

2. Install the header, slip the gasket into position and start all bolts. Start the fourth bolt from the front of the engine first. Once all bolts are started, tighten them down evenly.
3. Replace starter. Battery cable must not make contact with any part of the header.
4. Replace the clutch linkage (4 speed applications only).
5. Reinstall the spark plugs.
6. Install the reducers and attach to the rest of your exhaust system.
7. Reattach the negative battery cable at the battery.
- 8.

IMPORTANT CHECK LIST

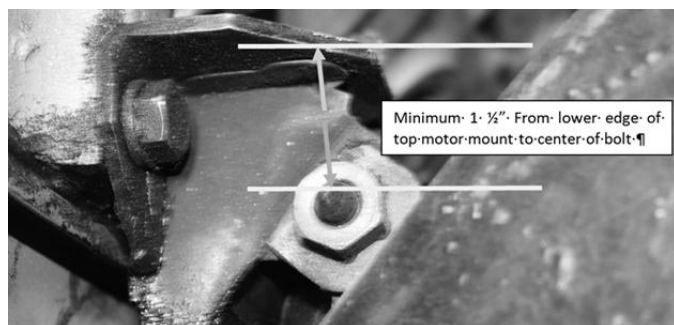
- Be sure that all brake lines and fuel lines are clear of headers and/or connector pipes.
- All spark plug wires, battery cables, or other electrical components should be clear of headers and/or connector pipes.
- If dipstick tube was removed, make sure it is installed properly and the dipstick has been replaced.
- Double-check the tightness of all bolts including brackets and accessories.

START THE ENGINE

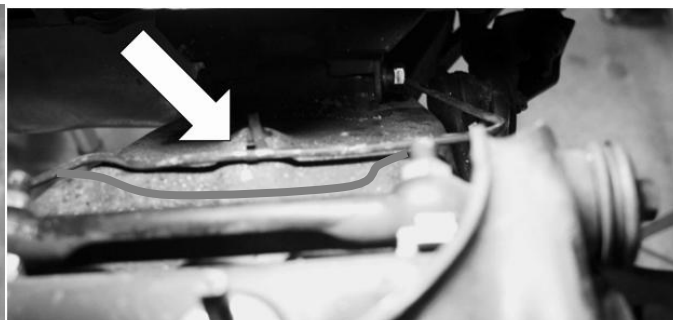
Start the engine and allow it to warm up to operating temperature. Check for any unusual noises or exhaust leaks. If everything is OK, stop the engine and tighten all bolts while the engine is still warm. **NOTE:** Check the bolts periodically to make sure they have not loosened. Re-tighten after the first 500 miles and then again at 1000 miles.

PARTS LIST

<u>Qty</u>	<u>Description (D564)</u>	<u>Qty</u>	<u>Description (D567)</u>
1	Left side header	1	Left side header
1	Right side header	1	Right side header
2	Header gaskets	2	Header gaskets
1	Oil filter gasket	1	Oil filter gasket
2	3" reducers	2	3 1/2" reducers
2	3", 3 bolt collector gaskets	2	3 1/2", 3 bolt collector gaskets
12	3/8"-16 x 1" header bolts	12	3/8"-16 x 1" header bolts
6	3/8"-16 x 1 1/4" hex head cap screws	6	3/8"-16 x 1 1/4" hex head cap screws
6	3/8"-16 hex nuts	6	3/8"-16 hex nuts
18	3/8" lock-washers	18	3/8" lock-washers



Picture #1, Motor Mount Dimension



Picture #2, Brake Line, Relocate from Arrow to Gray line area