

HEADER INSTALLATION INSTRUCTIONS

D314

1973-87 Chevrolet 2WD C-10 LS Engine Swap

Note: Requires LS1 adapter plate kit P/N SK101



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. 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 / ASSEMBLY

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 bolts from headpipe to exhaust manifolds.
5. Note the spark plug wire locations and remove them from the spark plugs.
6. Remove spark plug wire looms, plugs and any brackets attached to the manifolds.
7. Disconnect the O² sensor wiring.
8. Remove the O² sensors.

9. Remove the oil dipstick and tube.
10. Remove both of the exhaust manifolds.
11. Remove the starter.
12. Clean any old gasket or carbon build up from the cylinder heads.
13. Remove the oil filter.

INSTALLATION

RIGHT SIDE:

1. Starting from below, work the header and gasket up through the chassis into position.
2. Apply anti-seize to all header bolts being used. Insert Gasket and start all header bolts.
3. Tighten all header bolts evenly (most restricted first)
4. Reinstall the right side spark plugs, wire looms, starter and dipstick tube and dipstick.
5. Install the 3 bolt reducer with the provided nuts and bolts.
6. Cut the old exhaust pipe and weld as necessary to the new reducer.
7. Reinstall the O² sensor.

LEFT SIDE:

1. Starting from below, work the header and gasket up through the chassis into position.
8. Apply anti-seize to all header bolts being used. Insert Gasket and start all header bolts.
2. Tighten all header bolts evenly (most restricted first).
3. Reinstall the oil filter.
4. Reinstall the left side spark plugs, wire looms and any brackets.
5. Install the 3 bolt reducer with the provided nuts and bolts.
6. Cut the old exhaust pipe and weld as necessary to the new reducer.
7. Reinstall the O² sensor.
8. 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 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 gasket
12	Bolt, header, M8-1.25 x 26
2	V-Band Clamps
2	V-Band Reducers
2	O2 Extensions



WARNING:

This product can expose you to chemicals including Lead, Nickel, Cadmium and Chromium which are known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov