

## HEADER INSTALLATION INSTRUCTIONS

**PART NUMBER: D334 and D350**  
**1963-74 CORVETTE 265-400 SBC**



This product is Legal for use on 1974 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 EGR, A.I.R., Heat Risers etc. Failure to retain any of these components, or use on 1975 or newer Catalyst equipped vehicles, would render this product Illegal for Street or Off Highway use 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.

### Header Installation

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 with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Disconnect the stock exhaust from the manifolds.
4. Remove the spark plug wires and spark plugs, then remove the stock manifolds.

#### DRIVER'S SIDE:

5. Remove the oil filter, dip stick tube, and clutch linkage.
6. Remove the Alternator or Generator if it is mounted to the exhaust manifold.
7. Clean the cylinder head surface of any leftover gasket or carbon deposits.
8. Working from below, slip the header up into position. Place the gasket between the header and cylinder head and using the supplied bolts and washers, evenly tighten the header bolts starting in the center and working your way out. Reinstall the Oil Filter, Dip stick tube, and clutch linkage.
9. If the generator or alternator were mounted to the exhaust manifold you will need a bracket part #H7606 and H7607
10. If an A/C compressor was mounted to the left side header you will need bracket #H7608 (63-67 cars) or modify bracket per Illustration A (68-74 cars)

### PASSENGER SIDE:

11. Working from below, slip the header up into position. Place the gasket between the header and cylinder head and using the supplied bolts and washers, evenly tighten the header bolts starting in the center and working your way out.
12. Reinstall the starter.
13. If the alternator or generator was mounted to the right side manifold you will need a relocation bracket.
14. If an A/C compressor was mounted to the right side header you will need bracket #H7608.
15. Reinstall the spark plugs and spark plug wires. Re-Connect the 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. Re Check oil level after starting.
- Double-check the tightness of all bolts including brackets and accessories.

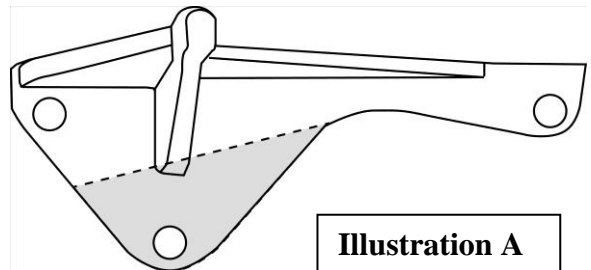
### STARTING THE ENGINE

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
1	Right side header
2	Header gaskets
12	3/8-16 X 1" header bolts
18	3/8 Lock-washer
6	3/8-16 x 1 1/4" Collector Hex head bolts
6	3/8" Lock washers
2	Collector Gaskets
2	Reducers
1	Spacer tube, req. for Some power steering pump brackets



### **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](http://www.P65Warnings.ca.gov)