

HEADER INSTALLATION INSTRUCTIONS

PART NUMBER: D6652

1965-73 Ford Mustang, 1966-67 Ford Fairlane, 1969-77 Maverick
1966-67 Falcon ~ These Do NOT fit 1960-65 Ford Falcon
5.0 Coyote V8 Engine Swap



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.

NOTE: These headers are designed to be used with TCI, Heidt's and similar Mustang II based Front Suspension swap kits. As these are swap headers there are many variables that you can run into during installation and these instructions are intended as a general guide only.

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 with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Remove the stock studs from the heads.
4. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent will ease the removal of any gasket material.

INSTALLATION

1. Install the factory O2 sensors into the Doug's Headers. There are O2 Bungs in two places on each header. Ford Racing recommends the upper position in the R4 and L3 tubes. There are also bungs in each collector. Use the supplied plugs in whichever bung you don't use. Use a small amount of Anti Seize on the threads; be careful not to get any on the probe as this can contaminate the sensor causing poor running and decreased performance.
2. Starting on the Passenger side, slide the header into position from below. You will probably have to remove the motor mount and jack the motor up slightly. Apply Anti Seize to the Doug's header bolts, install the new gasket and start all the header bolts and washers. Tighten the bolts evenly, working from the center out and torque to 22ft. lbs. Ford used two different thread pitches on the cylinder heads and Doug's supplies header bolts for both threads. Compare your original studs to the header bolts and use the appropriate ones. Using the wrong bolts will result in stripped cylinder heads
3. Install the Driver's side header from below. Install the new gasket using the supplied bolts and washers using the anti seize in the same manner as the right side.
4. Install the V Band reducers and Clamps to build your exhaust system.
5. 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.
- 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 | 2 | 2 ½" Header Reducers |
| 1 | Right Side Header | 2 | Header Gaskets |
| 16 | 10mm-1.25 Header Bolts | 2 | V Band Clamps |
| 16 | 10mm-1.50 Header Bolts | 2 | V Band Exhaust Reducers |
| 16 | Lock-Washer (8mm) | 2 | Doug's Headers Stickers |

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**