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## Installation Instructions & Warranty Information

D570 ~ 1970-81 Pontiac Firebird 326-455

Long Tube Headers

NOTE: Some Pontiac Cylinder Heads Do Not have provisions for the front and rear exhaust bolts. You must drill and tap these holes for your Doug's Headers to properly seal.



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This product is legal for use on 1975 and older Non-Catalyst equipped vehicles and is considered a "Replacement Part" per California Air Resources Board regulations, providing ALL emissions sensitive components are retained, including EGR, A.I.R., Heat Risers, etc. and any original or retrofit PCV or NOx device is required for the year of the vehicle. Failure to retain any of these components, or use on ANY originally catalyst equipped vehicles, would render this product illegal for street or off highway use and may only be used for Closed Course Competition.

### **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)

## ***PLEASE READ BEFORE PROCEEDING***

PerTronix® thanks you for choosing a Doug's Headers Product. To realize the potential of Doug's Headers engineering and excellent fit, Please Read and Understand these instructions completely prior to starting the installation.

Check that you received all the parts listed on the parts list, if you have any concerns, please contact PerTronix before continuing. Headers will have the part number stamped in the flange.

Many factors affect the installation of exhaust headers, including worn or aftermarket motor mounts, previous accident damage, aftermarket cylinder heads that may have relocated port or spark plug locations, suspension and steering changes, sagging of original unibody structures due to age.

Coating Notes: Coatings can be marred during installation if you are not careful. If you are breaking in a new motor, the extreme heat can alter the appearance of the coating and this is not a warranty issue. We recommend breaking in new motors with stock manifolds or an old set of headers.

We use sealing beads on all our headers. The raised bead creates a better seal virtually eliminating leaks if installed properly. It is important to install all header bolts lightly snug and then tighten to factory torque specs starting in the center and working outward.

Before starting, allow the vehicle to cool, disconnect the battery, and spray a penetrating oil on all hardware and fittings that will need to be removed. Once you remove your manifold, clean the sealing surface on the head of any old gasket debris or carbon build up.

Work Smart – Work Safe! Most Header and Exhaust Installation are best performed on a lift. If a lift is not available, raise the vehicle and support on quality Jack Stands on level ground. Do not rely on a jack!

### DISASSEMBLY

1. Unbolt the headpipes from the factory manifolds and move the exhaust out of the way.
2. Remove the spark plug wires and spark plugs. Remove the manifolds from the motor.
3. Remove the Oil Filter and Housing, the Transmission/Key interlocking device, the Starter, Reverse Lock Out Rod, and Clutch Linkage and Cross Shaft.
4. If equipped with Air Conditioning, loosen the bracket, and slide the compressor out of the way.
5. Clean the cylinder heads of any leftover gasket material or built up carbon.
6. On 79-81cars you need to remove the brace from the lower control arm to the chassis.

## INSTALLATION

1. From below work the driver's side head up into position.
2. With the gasket in place, use the supplied header bolts and lockwashers and bolt the header to the cylinder head. Tighten evenly working from the center out.
3. Reinstall the starter, clutch linkage and cross shaft. Replace the Reverse lock out rod, on 79 and later models this will need to be modified as shown in Illustration 1.
4. On 79 and later models you may have to bend the brace the lower control arm brace that you removed earlier in order for it to clear the header.
5. Starting from below, slide the Passenger side header into position.
6. Slip the gasket between the header and the head and start all of the supplied header bolts and special lock washers starting with the 4th one from the front as it has restricted clearance. Do NOT tighten.
7. With the header loose, install the oil filter housing and the oil filter.
8. Tighten the header bolts starting with the 4th bolt, drawing the header up to the head and then tightening the remainder of the bolts.
9. In order to retain the Hot Air to the carburetor, modify the heat stove as shown in Illustration 3.
10. Install the supplied reducers using the gaskets and hardware.
11. Cut the headpipes to match the reducers if the original exhaust is to be used.
12. Reinstall the sparkplugs and plug wires.
13. Connect the negative battery cable.

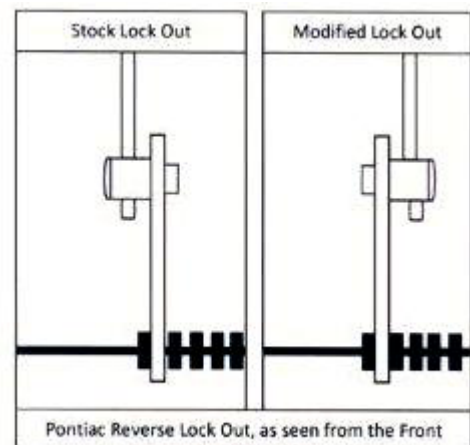
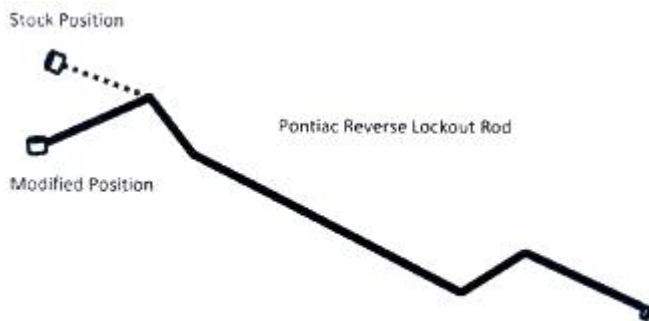


Illustration 1

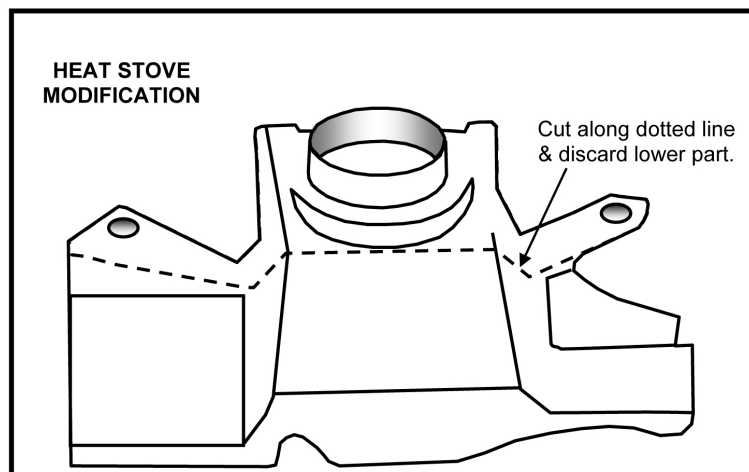


Illustration 2

## IMPORTANT CHECK LIST

- Be sure that all brake lines, transmission 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.

## 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:

1	Left Side Header	1	Right Side Header
2	Header Gaskets	2	Reducers
2	Collector Gaskets	12	3/8-16 X 1", Header Bolts
6	3/8-16 X 1 1/4" Collector Bolts	6	3/8-16 Hex Nuts
18	3/8" Internal Lock Washers	1	Oil Filter Mount Gasket
2	Doug's Stickers		

## DOUG'S HEADERS LIMITED WARRANTY

All Doug's Headers and Exhaust products are guaranteed, to the original purchaser, to be free of defects in material and workmanship for one year from date of purchase. This warranty covers the replacement or repair of the product and does not cover the cost of removal and installation, customer applied coatings, or Any discoloration or corrosion of finished surfaces.

Damage or product failure resulting from collision, improper installation, off road use, road hazards, the use of exhaust insulating wrap, or rust occurring after installation is not covered by the warranty. This warranty extends only to the original purchaser.

Should a part be deemed defective, it should be returned to the original selling retailer and must be accompanied by the sales receipt. If there is no retailer in your area, contact PerTronix direct for a return authorization and return the part prepaid to the factory for inspection. PerTronix reserves the right to replace or repair the alleged defective part and return the part freight collect.