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## **Installation Instructions & Warranty Information**

D564 & D567 ~ 1964-1972 Pontiac GTO, Le Mans, Tempest  
Long Tube Headers



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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!

**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”.

**NOTE 4:** 4 Speed applications. There may be interference with the Clutch Z-Bar and the header. if so you will need to cut and weld the Z-Bar arm to clear the header.

## DISASSEMBLY

### DRIVER SIDE

1. Remove the spark plugs.
2. 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).
3. Remove the starter.
4. Remove the clutch linkage (4 speed applications only).
5. 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. Remove any gasket material or any carbon deposits that remain on the head surface.
6. 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 needs 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 contact 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.

## 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

Qty	Description (D564)	Qty	Description (D567)
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

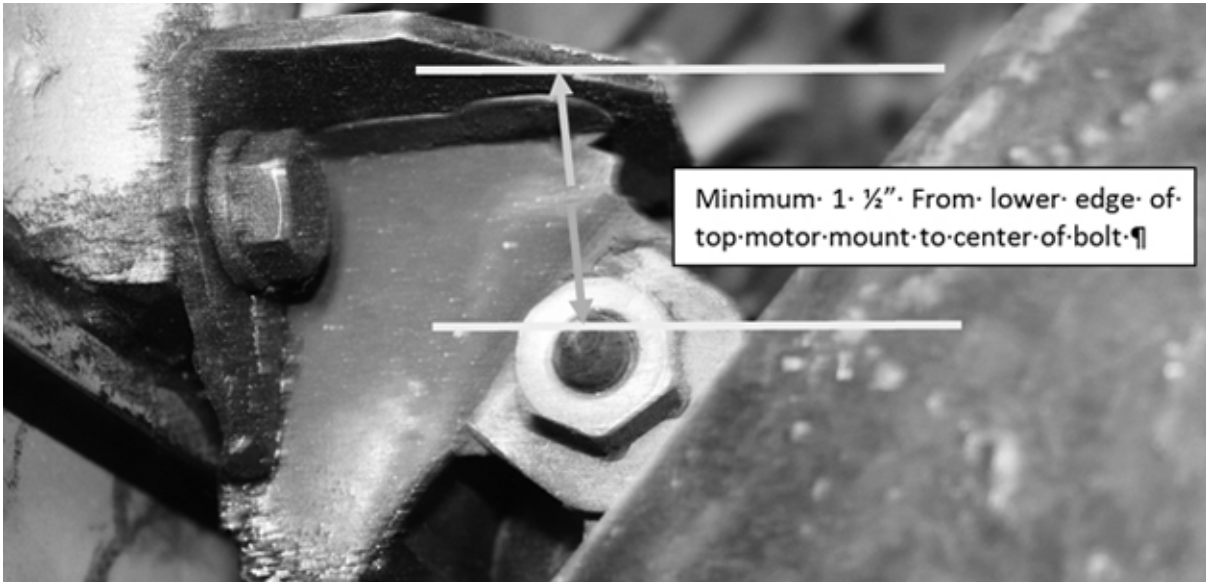
## DOUG'S HEADERS LIMITED WARRANTY

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.

Picture #1, Motor Mount Dimension



Picture #2, Brake Line, relocate from Arrow to Gray Line Area

