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Installation Instructions & Warranty Information

D590 ~ 1967-72 Pontiac GTO 326-455

68-72 LeMans/Tempest 326-455

Long Tube Headers



2

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

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!

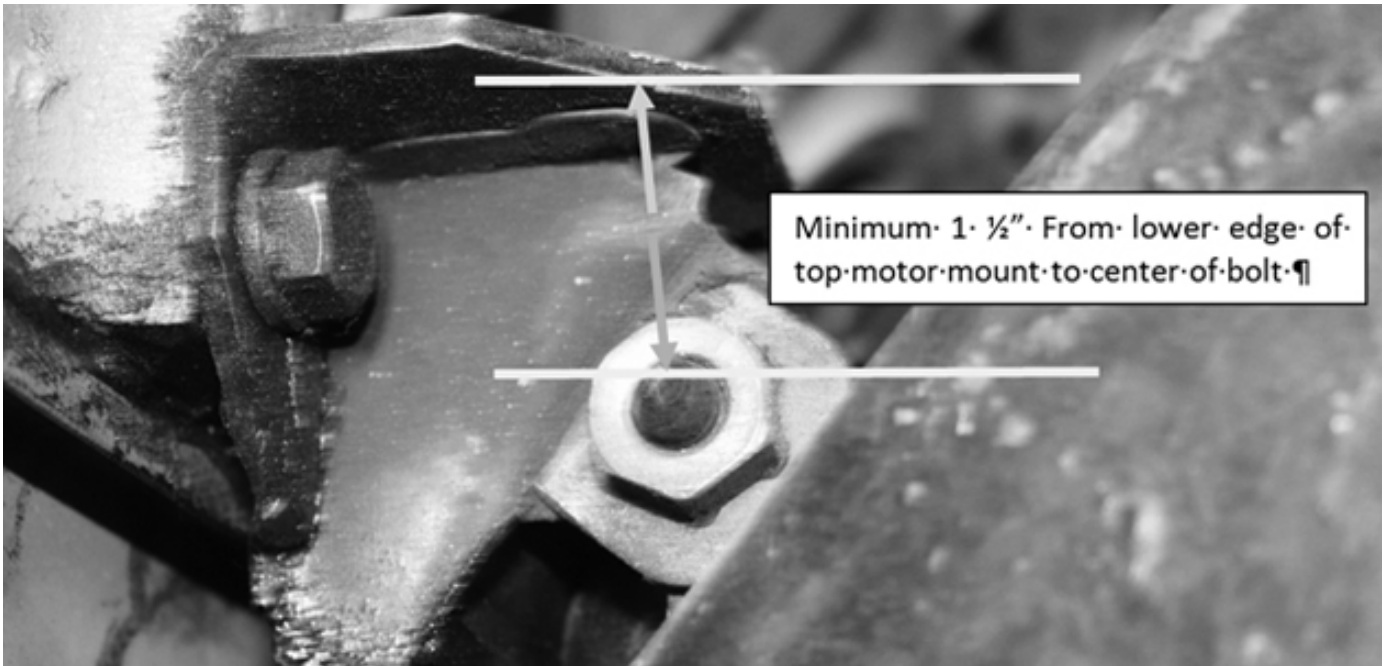
DISASSEMBLY

1. Disconnect the headpipes from the exhaust manifolds and move them out of the way.
2. If you are planning on reusing the headpipes, cut them approximately where the header collectors will exit. If you are not reusing them, remove completely.
3. Remove the spark plug wires and spark plugs.
4. Remove the 6 manifold bolts from each manifold and remove the manifolds from the car. 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.
5. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface.
6. Remove the Starter motor, Clutch Linkage, Dipstick tube (if on the right side) and oil filter and oil filter adaptor (place a drain pan under the filter area).

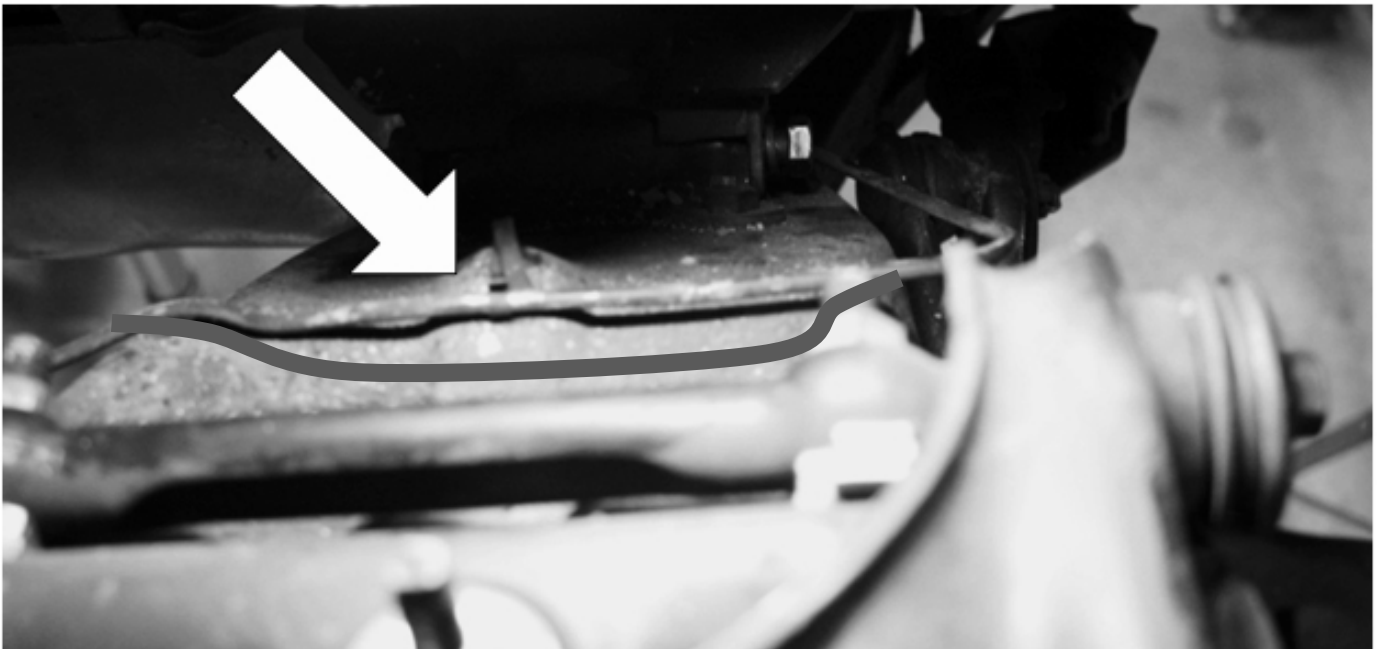
INSTALLATION

1. Starting on the passenger side. Remove the center bolt from the pass side motor mount.
2. Place a flat board between the oil pan and a floor jack and lift the passenger side of the motor approximately 2".
3. Working from below, slip the header carefully into position. Carefully lower the motor while holding the header from getting damaged by the motor.
4. Reinstall and tighten the motor mount bolt. If the motor mount had a safety tab in the center this will have to be discarded.
5. Slip the gasket between the motor and the header and install the supplied header bolts and star washers STARTING with the 4th one from the front first.
6. Once all the bolts are started, tighten evenly working from the center outwards until all are tight.
7. Reinstall the Oil filter adaptor, oil filter (Re-check the oil level), & Dipstick tube.
8. Reinstall the spark plugs and wires on this side.
9. Working from below, slip the driver's side header carefully into position.
10. 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.
11. Slip the gasket between the motor and the header and install the header bolts STARTING with the 4th one from the front first.
12. Once all the bolts are started, tighten evenly working from the center outwards until all are tight.
13. Reinstall the starter motor; make sure that the wiring does not come in contact with the header.
14. Reinstall the clutch linkage.
15. Reinstall the spark plugs and wires.
16. Bolt the supplied reducers to the collectors using the bolts, lock washers and nuts. Weld the existing headpipes to the reducers or fabricate new exhaust.
17. Connect the negative battery cable.

Picture #1, Motor Mount Dimension



Picture #2 Brake Line, Relocate from Arrow to Gray line area



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	12	3/8-16 X 1", header bolts
12	Lock-washer	6	3/8-16 x 1 1/4" Collector Hex head bolts
6	3/8-16 Hex Nuts	6	3/8" Lock washers
2	3" Reducer gaskets	2	3" Reducers
1	Oil Filter Adaptor Gasket		

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.