

HEADER INSTALLATION INSTRUCTIONS

D626

67-70 FORD MUSTANG & COUGAR, 390-428

NOTE: Requires Power Steering Bracket P/N H7609

NOTE: Will only fit 16 bolt F.E. cylinder heads with the top four exhaust bolt holes in line. Header will not seal properly on heads with the end upper bolts lower than the center bolts.

NOTE: Will not fit Cobra Jet models

© **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. Most installations require some welding. If you are uncomfortable with welding operations, we recommend that you contact a professional exhaust system specialist to install your new headers.

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.



WARNING: These headers are legal for Off Highway use (except in California or states that have adopted California emission standards) or Racing use (which may never be used on a Highway), or for use on pre emission controlled motor vehicles/motor vehicle engines (pre 1966 domestic vehicles certified to California standards, pre 1968 domestic vehicles certified to Federal standards and all pre 1968 Foreign vehicles) **Only**.

DISASSEMBLY / ASSEMBLY

LEFT SIDE:

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 it with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Apply penetrating oil to all nuts and bolts to be removed.
4. Unbolt the headpipes (both sides) from exhaust manifolds and mufflers and remove.
5. Remove the power steering ram from the frame.
6. Unbolt the idler arm from the frame.

7. Remove the clutch linkage and center bolt from the motor mount.
8. Jack up the engine about 2 inches. Be sure to use a board between the pan and jack.
9. Remove both halves of the motor mount.
10. Remove the stock exhaust manifold.
11. Clean the head surface of any carbon deposits or other foreign material.
12. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the supplied gasket and glue it to the header. Masking tape can be used to help stick the gasket to the manifold.
13. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the gasket.
14. Apply anti-seize to the supplied header bolts.
15. Starting from below, work the header up through the chassis into position over the exhaust ports.
16. With the header loose, replace the clutch linkage.
17. Start all the header bolts (most restricted first) and tighten evenly.
18. Replace both halves of the motor mounts, lower the engine and replace the center bolt in the mount. Note: On AUTOMATIC TRANS MODELS: If the L-3 tube contacts the bellhousing between its 3rd and 4th bends, re-form for clearance (See Figure 1).
19. Do not reinstall the power steering ram or idler arm until the right side is installed.

RIGHT SIDE:

1. Remove the stock exhaust manifold and starter.
2. Remove the center bolt from the motor mount and raise the engine about 2". Be sure to use a board between the pan and jack.
3. Clean the head surface of any carbon deposits or other foreign material.
4. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the supplied gasket and glue it to the header. Masking tape can be used to help stick the gasket to the manifold.
5. Apply a **THIN** film of Ultra Copper Hi-Temp Sensor-Safe Silicone Sealer to the header side of the gasket.
6. Apply anti-seize to the supplied header bolts.
7. Starting from below, work the header up through the chassis into position.
8. With the header loose, reinstall the starter.
9. Start all the header bolts (most restricted first) and tighten evenly.
10. Lower the motor and replace the center bolt in the motor mount.
11. Replace the power steering ram with the purchased H7609 Power Steering Bracket.
12. Reinstall the idler arm. If the idler arm bolts contact the header tubes, either cut off the ends of the bolts or use washers (under the bolt heads) to shim the bolts further toward the outside of the frame.
13. Bolt the supplied reducers to the collectors. Cut the existing headpipes to length and weld the reducers to them.
14. Connect the negative battery cable.

START 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

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.
- Double-check the tightness of all bolts including brackets and accessories.

PARTS LIST

Qty	Description
1	Left side header
1	Right side header
2	Header gasket
2	Reducer gasket
32	Bolt, header, flanged, 3/8"-16 x 1"
38	Lock-washer, 3/8"
6	Hex head cap screw, 3/8"-16 x 1-1/4"
6	Nut, hex, 3/8"-16

