



DOUG S HEADERS D104-R Full Length Header Instruction Manual

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D104-R Full Length Header



Product Information

The Long Tube Headers are designed to replace the stock exhaust manifolds in AMC 68-74 Javelin/AMX, 71-74 Matador, 72-76 Gremlin. The headers are made of high-quality materials and come with all the necessary hardware, including gaskets, bolts, nuts, and washers. The headers are designed to improve exhaust flow resulting in increased horsepower, better throttle response, and a deeper exhaust note.

Installation Instructions

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 3 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. Remove and mark all spark plug wires and then remove all spark plugs and the starter motor.
5. Remove the Oil Dipstick Tube and remove the Clutch Linkage on stick shift cars or the Transmission filler tube from the back of the head if Automatic.
6. Disconnect the head pipes from the exhaust manifolds and remove the stock exhaust manifolds.
7. If the car has an Air Injection pump this will have to be removed as these headers will not work with it.
8. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent or scraper will ease the removal of any gasket material. Use care not to get debris into ports or spark plug holes.
9. At this point, it may be necessary to cut the head pipes to allow room to install the headers. If you are installing a new exhaust system, you may cut the head pipes anywhere you choose, but if you are using the existing exhaust, you need to cut the head pipes in the proper location so that they will be able to be welded to the reducers supplied with your headers.
10. Starting with the driver's side, work the header up into position from below.
11. Slip the gasket into position and start all the supplied header bolts and lock washers. Tighten all the bolts in an even pattern working from the center outwards.
12. Place a floor jack under the oil pan with a flat board for support. Loosen the transmission mount bolts.
13. Remove the passenger's side motor mount bolt and raise the motor approx 1 inch.
14. From below, work the passenger's side header up into position and loosely install front bolt only.
15. Lower the motor back into position. Reinstall the motor mount bolt and tighten the transmission.
16. With the header still loose, reinstall the starter motor.
17. Slip the gasket into position and start all the supplied header bolts and lock washers.
18. Tighten the header bolts evenly starting from the center.
19. Reinstall Oil Dipstick tube, and Clutch Linkage or Transmission fill tube, it might be necessary to fabricate an extension for the filler tube bracket to fit around the headers.
20. Bolt the supplied reducers to the headers using the supplied gaskets, bolts, nuts, and washers. If reusing the stock exhaust, cut the headpipes so that they meet the reducers and weld in place.
21. Install the spark plugs and connect the wires to the proper plug.
22. Connect the battery cables.

Note: 73-74 Javelins and 74-75 Matadors will require modification of the driver's side motor mount. The front upper corner will need to be cut.

PERTRONIX PERFORMANCE BRANDS EMISSIONS CODES

This Product is LEGAL for Closed Course Competition use or Pre-Emissions Controlled Vehicles ONLY. It is Not Legal for use on any Emissions Controlled Vehicle for Street or Off Highway use.

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.P6SWarnings.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

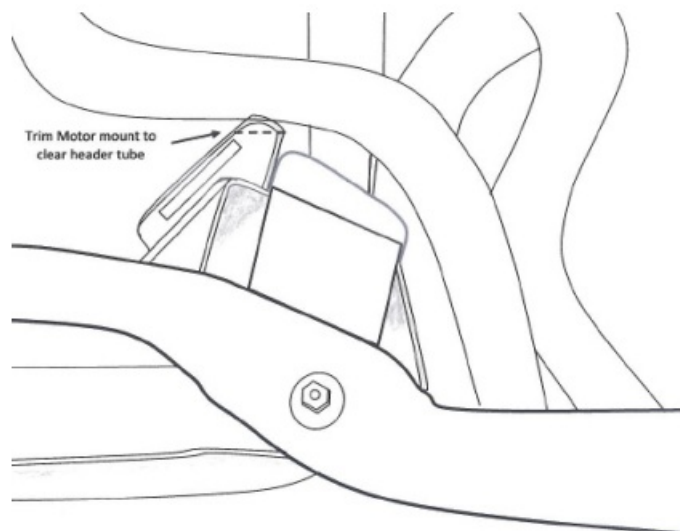
1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 3 feet or higher and support it with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Apply penetrating oil to all nuts and bolts to be removed.
4. Remove and mark all spark plug wires and then remove all spark plugs and the starter motor.
5. Remove the Oil Dipstick Tube and remove the Clutch Linkage on stick shift cars or the Transmission filler tube from the back of the head if Automatic.
6. Disconnect the head pipes from the exhaust manifolds and remove the stock exhaust manifolds.
7. If the car has an Air Injection pump this will have to be removed as these headers will not work with it.
8. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface. The use of a gasket removal agent or scraper will ease the removal of any gasket material. Use care not to get debris into ports or spark plug holes.
9. At this point it may be necessary to cut the head pipes to allow room to install the headers. If you are installing a new exhaust system you may cut the head pipes anywhere you choose, but if you are using the existing exhaust you need to cut the head pipes in the proper location so that they will be able to be welded to the

reducers supplied with your headers.

INSTALLATION

1. 73-74 Javelins and 74-75 Matadors will require modification of the driver's side motor mount.
2. The front upper corner will need to be cut. See Photo A.
3. Starting with the driver's side, work the header up into position from below.
4. Slip the gasket into position and start all the supplied header bolts and lock washers.
5. Tighten all the bolts in an even pattern working from the center outwards. Place a floor jack under the oil pan with a flat board for support. Loosen the transmission mount bolts.
6. Remove the passenger's side motor mount bolt and raise the motor approx 1".
7. From below, work the passenger's side header up into position and loosely install front bolt only.
8. Lower the motor back into position. Reinstall the motor mount bolt and tighten the transmission
9. With the header still loose, reinstall the starter motor.
10. Slip the gasket into position and start all the supplied header bolts and lock washers.
11. Tighten the header bolts evenly starting from the center.
12. Reinstall Oil Dipstick tube, and Clutch Linkage or Transmission fill tube, it might be necessary to fabricate and extension for the filler tube bracket to fit around the headers.
13. Bolt the supplied reducers to the headers using the supplied gaskets, bolts, nuts, and washers. If reusing the stock exhaust, cut the headpipes so that they meet the reducers and weld in place.
14. Install the spark plugs and connect the wires to the proper plug.
15. Connect the battery cables

Photo A: Motor Mount Modification



IMPORTANT CHECKLIST

- 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.

1 Left Side Header	1	Right Side Header
2 Header Gaskets	2	3 1/2" Reducers
2 3 1/2" Collector Gaskets	12	3/8"-16 X 1" Header Bolts
6 3/8"-16 Hex Nuts	6	3/8"-16 Hex Nuts crews
6 3/8"-16 X 1 1/4" Hex Head Bolts	18	3/8" Lockwashers
4 5/16" Lockwashers	2	Doug's Stickers
4 5/16 X1" Header Bolts (Some heads have 5/16" bolts on the end holes)		

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

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.

Per Tronix Performance Brand ~ www.pertronixbrands.com ~ 909 599-5955

Documents / Resources

	<p>DOUG S HEADERS D104-R Full Length Header [pdf] Instruction Manual D104-R Full Length Header, D104-R, Full Length Header, Length Header, Header</p>
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