

HEADER INSTALLATION INSTRUCTIONS

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Part # H8100 & H8100-1

1968-77 Oldsmobile Cutlass/442 (260-403)

1977-78 Pontiac Firebird/Trans Am (350-403 Olds motor)

Does not Fit Cutlass Supreme OR Chevrolet Motor



This product is Not legal for Street or Off Highway use in California or in states that have adopted California Emissions Regulations and is only intended for Closed Course Competition use, except 1965 and Older US manufactured California Certified vehicles, 1967 or older US manufactured Federally Certified vehicles, or 1967 and older Foreign manufactured vehicles which may have any aftermarket add-on or modified part installed as long as the vehicle can still meet the tailpipe emission standards for the year of the vehicle and retain any original or retrofit crankcase control (PCV) devices and NOx device required for the year of the vehicle.

PerTronix® thanks you for choosing **Patriot Headers**, the best value for the dollar of any brand in the industry. 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.

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.

DISASSEMBLY

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 with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Remove bolts attaching head pipes stock manifolds, then remove the stock manifolds from the car.
4. Remove the oil dipstick tube, starter Heat Shield (if equipped), Starter, Clutch linkage (on std trans cars), Oil Filter, and Oil Filter Adapter.
5. Bend or remove the motor mount heat shield if so equipped.
6. Remove any remaining gasket or carbon deposits from the head surface. The use of a gasket scraper and or a gasket removal product may help.

INSTALLATION

1. Starting on the Driver's side, slip the header roughly into position from the bottom. You will have to move the stock head pipes out of the way if you haven't already done so.
2. Using the supplied 3/8-16X1" Header bolts and lock washers, slip the gasket in place and start header bolts at each end of the flange. Do NOT tighten at this time.
3. Slip the starter back in to place with the header loose, and tighten the starter bolts. Carefully reroute the wires to the starter ensuring that they are away from the header.
4. Install supplied 3/8-16 X 3/4" header bolts and lock washers in the 5 remaining holes and tighten all header bolts evenly.
5. Replace the Oil Dipstick Tube, and the motor mount heat shield (you may need to modify it to keep it away from the header).
6. Modify the clutch linkage as shown in Illustration A and then reinstall.
7. Check the brake line for clearance and reroute as necessary as shown in Illustration B.
8. Passenger side, slip the header roughly into position from the bottom. You will have to move the stock head pipes out of the way if you haven't already done so.
9. Using the supplied 3/8-16X1" Header bolts and lock washers, slip the gasket in place and start the header bolts at each end of the flange. Do NOT tighten at this time.
10. Replace the Oil Filter Adapter and Oil Filter.
11. Install supplied 3/8-16 X 3/4" header bolts and lock washers in the 5 remaining holes and tighten all header bolts evenly. The # 3 bolt on this side is very difficult to install and tighten but do not skip it or your headers will leak.
12. Check transmission cooler line (if automatic trans) and move away from header as necessary.
13. Reinstall motor mount heat shield, modify as necessary to clear.
14. If reusing the existing exhaust system cut and modify as necessary to connect to the headers using Patriot Reducers (sold separately)
15. Connect the negative battery cable.

IMPORTANT CHECK LIST

- Be sure that all brake lines and fuel lines are clear of headers and/or connector pipes. See Illustrations on next page.
- 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. Check Oil after replacing filter.
- Double-check the tightness of all bolts including brackets and accessories.

STARTING 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.

PARTS LIST

Qty	Description
1	Left side header
1	Right side header
2	Header gaskets
2	Collector Reducers
4	3/8-16X1", Header bolts
6	3/8-16X3/4", Header Bolts
10	3/8" Header Lock-washer
6	3/8-16 x1" Collector Hex head bolts
6	3/8-16 Hex Nuts
6	3/8" Lock washers

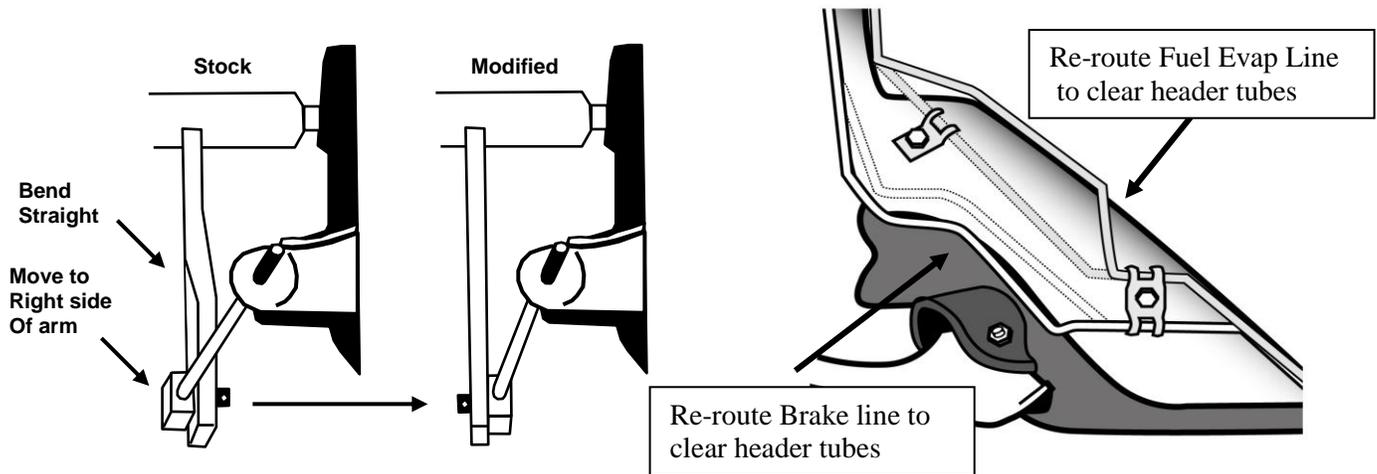


Illustration A
Modification to Clutch arm

Illustration B:
Rerouting of Brake and Fuel Line