



HEADER INSTALLATION INSTRUCTIONS

Corporate Office: PerTronix Inc. 440 E. Arrow Highway, San Dimas, California 91773 * Phone 909.599.5955 * FAX 909.599.6424 * www.patriotexhaust.com

Part #H8211

1972-93 Dodge 1/2 & 3/4 Ton Pickup

1974-93 Dodge Ramcharger/Plymouth Trailduster

318-360 Engine, 2 and 4WD

- NOTE:** 1) Will NOT work on engines with Air Injection without modification, if you have air pump heads and no air pump, you will need to plug the holes in the heads.
2) Retention of factory heat stove will require modification.
3) Some factory High Torque starters will NOT clear the header.



This product is Legal for use on 1974 Non-Catalyst equipped vehicles and is considered a "Replacement Part" per California Air Resources Board regulations, as long as ALL emissions sensitive components are retained, Including EGR, A.I.R., Heat Risers etc. Failure to retain any of these components, or use on 1975 or newer Catalyst equipped vehicles, would render this product Illegal for Street or Off Highway use and may only be used for Closed Course Competition.

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. Remove bolts attaching head pipes stock manifolds, then remove the stock manifolds and head pipes from the truck.
3. Raise the truck at least 2' from the ground using Jack Stands to support - never work under a jack without support stands.
4. Remove the oil filter and bend the automatic transmission dipstick out from the motor approximately 2"

5. Remove the starter motor and clutch linkage if so equipped.
6. On 4 WD models, removal of the front driveshaft will facilitate installation.
7. Remove the gaskets and any gasket material or any carbon deposits that remain on the head surface.

INSTALLATION

1. Place a header gasket over the studs on the heads. Starting on the Driver's side, slip the header roughly into position from the bottom.
2. Install the factory washers and nuts, but leave them loose.
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. Tighten the nuts evenly starting in the center and working your way out.
5. Slip the passenger side header into position from the bottom. Install the factory washers and nuts and tighten evenly starting from the center and working your way out.
6. On some models, it may be necessary to trim or bend the firewall flange for clearance of the R-3 Tube.
7. If the Heat Stove is required, trim to slip over the header and bolt back in place.
8. Reinstall the clutch linkage if removed and install a new oil filter.
9. Bolt the supplied reducers to the headers using the gaskets and hardware from the kit. If reusing the existing exhaust system cut and modify as necessary to connect to the headers.
10. Carefully check that all wiring and hoses are clear of the head and relocate if necessary.
11. Reinstall the front driveshaft on 4WD models
12. 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.
- 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.

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	Reducers
2	Reducer Gaskets
6	3/8-16 x1" Collector Hex head bolts
6	3/8-16 Hex Nuts

 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