



A PerTronix Performance Brand ~ www.pertronixbrands.com ~ 909 599-5955

Installation Instructions & Warranty Information

H8500 ~ 364-425 Buick Nailhead

TIGHT TUCK HEADER INSTALLATION INSTRUCTIONS



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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

REV. 7 3-1-21 DSL

PLEASE READ BEFORE PROCEEDING

PerTronix® thanks you for choosing a Patriot Exhaust Product. To realize the potential of Patriot's 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.

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!

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.

Patriot Tight Tuck Headers are a Universal Design and as such we certainly cannot cover all contingencies that the installer may encounter. Variations in Steering, Motor Mounts, Frames and accessories are just some of the variables that can cause interference.

DISASSEMBLY

1. If the car does not currently have an exhaust system installed, skip down to the Installation section.
2. Apply penetrating oil to all nuts and bolts to be removed.
3. Disconnect the head pipes from the exhaust manifolds and remove the manifolds. Depending on the application, you may need to remove the alternator, dipstick, clutch linkage, and/or oil filter. In some cases, it may be necessary to remove the starter and power steering unit. Only remove what is necessary to allow the removal of the manifolds or the installation of the headers.
4. 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.

INSTALLATION

1. Some Patriot Tight Tuck Headers are the same for left and right sides; others are specific to each side. Determine which type you have.
2. Carefully check the fit of each header for clearance. Pay special attention to motor mounts and any lines or hoses that might come in contact with the headers. It is not uncommon to have to trim motor mounts or move lines and hoses to clear the headers. Additionally, steering shafts and link ages should be clear of any interference and suitably modified if necessary. In some cases, a Mini Starter might be necessary as well.
3. When you are satisfied with the fit of your header, slip into place using the supplied gasket and special header bolts. Use anti seize on headers bolts if installing on Aluminum Heads.
4. Tighten the header bolts evenly starting in the center and working your way out.
5. Install the reducers using the supplied gaskets and hardware.
6. Weld the reducers to the exhaust system and install them onto the headers utilizing the gaskets and bolts supplied. Your exhaust can be fabricated now from the reducers back. Go to www.patriotexhaust.com for a complete line of mufflers, tips and tubing to complete your exhaust.
7. Install spark plugs and connect the wires to the proper plug. If the spark plugs have a lot of miles on them, now would be a good time to replace them.
8. Check to make sure that all the wiring, brake lines, hoses, etc. are clear of the headers or any exhaust component.
9. Connect the battery cables.

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 Right Side Header	1	Left Side Header
2 Header Gaskets	16	3/8" Header Bolts
6 3/8-16 X 1" Collector Bolts	6	3/8-16 Hex Nuts
2 Collector Gaskets	2	Reducers

PATRIOT EXHAUST LIMITED WARRANTY

All Patriot 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.