

HEADER INSTALLATION INSTRUCTIONS

PART NUMBER: D3373
APPLICATION
2002-2013 G.M. PICK-UP, YUKON, TAHOE, SUBURBAN



This Product has been granted a California Air Resources Board (CARB) "E.O" (Executive Order) Exemption, or is considered a Direct Replacement or Consolidated Replacement part. It is 50 State Legal when installed on the appropriate vehicle per the Manufacturer Application guide and Installation Instructions.

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.

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 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 head pipe from the manifolds.
5. Note the location and arrangement of the spark plug wires and carefully remove them. Use a twisting motion while pulling away from the plug. **Pull the boot, not the wire.**
6. On vehicles equipped with air pump remove the air tube from the exhaust manifolds.

7. Disconnect the EGR tube from the exhaust manifold. Use care when removing not to destroy the gasket.
8. Remove the bolt attaching the dipstick tube to the head and remove the dipstick & tube.
9. Unbolt and remove the exhaust manifolds. Make sure that you save the bolts because they will be reused.
10. Clean the head surface of any carbon deposits or other foreign material.

ASSEMBLY

1. Apply anti-seize to the stock header bolts.
2. Install both exhaust headers utilizing the stock bolts and supplied lock-washers. Install all the bolts finger tight and then tighten the bolts evenly to 18 ft./lbs on aluminum heads or 25 ft/lbs on Iron Heads.
3. Connect the EGR tube.
4. Connect the air tubes, install the dipstick tube and dipstick, and install the spark plug wires to the appropriate plugs.
5. Connect the factory head pipe to the passenger side header, use a small amount of the Silicone Sealer to the joint and use the stock fasteners, but do not tighten at this time.
6. Connect the factory head pipe to the driver side header using the new gasket and fasteners supplied, but do not tighten at this time.
7. Adjust the head pipe for best alignment and tighten the joints evenly.
8. 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 | Qty. | Description |
|-------------|------------------------------|-------------|-------------------------------------|
| 1 | Right side header | 1 | Hardware kit: |
| 1 | Left side header | 12 | 8mm lock-washers |
| 1 | Left side header gasket | 3 | 3/8"-16 x 1 1/4" hex head cap screw |
| 1 | Right side header gasket | 3 | 3/8"-16 x 2 1/4" hex head cap screw |
| 1 | Collector gasket | 6 | 3/8"-16 hex nuts |
| 1 | Decal: DOUG'S HEADERS | 6 | 3/8" lock-washers |
| 1 | CARB Emissions Sticker | | |

WARNING

This label is required to aid in passing the California smog check program. This label must be installed in an underhood location that is readily visible.

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.