



**Patriot Street Rod Fenderwell Exit Headers  
H8033, H8089**

**NOTE: These are a universal Fenderwell, Over the Frame style header. You will have to determine exit location and modifications to the inner fenderwells or chassis as is necessary for your car.**



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 Exhaust Products**, 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. 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. Remove and mark all spark plug wires and then remove all spark plugs. Remove the oil dipstick tube.
5. If the generator/alternator or Air conditioning is mounted to the exhaust manifold remove them now.
6. If you currently have exhaust manifolds or headers remove them from the vehicle. Remove the existing exhaust system.
7. Clean the exhaust flange gasket surface of the cylinder heads.

### **ASSEMBLY**

1. Install the headers - Slide the headers into place and install a bolt at either end of the header to hold them in place. This will allow you to determine proper fit.
2. Once you are satisfied that the headers fit your application, Install the gasket and the remaining bolts. Tighten all bolts evenly to a torque 35 ft/lbs on iron heads or 18 ft/lbs on aluminum heads.
3. Reinstall the oil dipstick, generator/alternator (you may need an H7606 bracket) and air conditioning.
4. if you removed the clutch linkage, shift linkage, starter, etc. reinstall them now.
5. Install the reducers and determine the connection to the exhaust system.

6. Weld the reducers to the exhaust system and install them onto the headers utilizing the gaskets and bolts supplied.
7. Install spark plugs and connect the wires to the proper plug.
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 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.

### **METALLIC CERAMIC THERMAL BARRIER COATING**

Our coating is simply the best available, featuring inside and out application, high thermal fatigue resistance, advanced corrosion and rust protection, reduced under hood temperature and a polished high luster silver finish. Care should be as follows.

1. Prior to starting the engine, wipe the header with solvent to remove oils and grease that might burn into the surface.
2. Avoid excessive start-up heat, particularly on a new or rebuilt engine. We recommend a used header for new engine break-in. Because of variations in each engine's state of tune, coating discoloration may occur.
3. Engine operating temperature is important but is not always the best indicator of exhaust temperature.
4. Stubborn stains can be buffed with aluminum wheel polish or **Gray**® Scotchbrite. Avoid products which contain any abrasive compounds.

### **Black Finish**

Some headers are supplied with a our High Temp Black Coating. This finish is offers good corrosion and heat protection unlike cheap back paints others use. Be careful not to scratch it, if you do use VHT Black to touch it up.

### **Start The Engine**

Start the engine and allow it to warm up. Check for exhaust leaks or rattles. Stop the engine and fix and leaks or noises and tighten the header bolts

**NOTE: Check the bolts after the first hundred miles and then again at 1,000 miles**

#### **Parts List**

<b>Qty.</b>	<b>Description</b>
1	Left Side Header
1	Right Side Header
2	Header Gaskets
2	Collector Gaskets
12	Header Bolts
6	Collector Bolts (12 on H8089)
6	Collector Bolt Nuts (12 on H8089)
2	Reducers
2	Block Off Plates (H8089 only)

#### **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.