



Installation Instructions & Warranty Information

H8420, H8429, H8435, H8436, H8473
Patriot Street Rod Chassis Exit Headers



H8436-1 Shown

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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.

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.

These headers are a universal Street Rod application and as such the instructions are general guidelines.

DISASSEMBLY

1. Remove and mark all spark plug wires and then remove all spark plugs. Remove the oil dipstick tube if it is pan mounted.
2. If you currently have exhaust manifolds or headers remove them from the vehicle. Remove the existing exhaust system.
3. If you have Vega Steering, Rack & Pinion or similar, remove the steering shaft.
4. Clean the exhaust flange gasket surface of the cylinder heads.

ASSEMBLY

1. Install the headers (usually from the bottom of the vehicle, depending on the header style and vehicle model). 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. You may need to remove clutch linkage, shift linkage and the starter depending on your vehicle.
3. Once you are satisfied that the headers fit your application, Install the gasket and the remaining bolts. Tighten all bolts evenly starting from the center.
4. Reinstall the steering shaft making sure it does not interfere with the headers. If it does you may need to add another U-joint and a support bearing.
5. if you removed the clutch linkage, shift linkage, starter, etc. reinstall them now. Reinstall oil Dipstick if removed.
6. Install the reducers and determine the connection to the exhaust system.
7. Weld the reducers to the exhaust system and install them onto the headers utilizing the gaskets and bolts supplied.
8. Install spark plugs and connect the wires to the proper plug.
9. Check to make sure that all the wiring, brake lines, hoses, etc. are clear of the headers or any exhaust component.
10. 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	Left Side Header	1	Right Side Header
2	Header Gaskets	2	Collector Gaskets
16	Header Bolts	6	Collector Bolts
6	Collector Bolt Nuts	2	Reducers