



TIGHT TUCK HEADER INSTALLATION INSTRUCTIONS



This product is Legal for use on 1974 and older 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 A.I.R., EGR, Heat Risers etc. Failure to retain any of these components, or use on any 1975 or newer catalytic converter equipped car would render this product Illegal for Street or Off Highway Use in California, or in states that have adopted California Emissions regulations and may only be used for Closed Course Competition.

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.

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 the car does not currently have an exhaust system installed, skip down to the Installation section.
3. 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. This step is for removing existing exhaust pipes.
4. Apply penetrating oil to all nuts and bolts to be removed.
5. Remove and mark all spark plug wires and then remove all spark plugs.
6. Disconnect the head pipes from the exhaust manifolds and remove the manifolds. Depending on the application, you may be required 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.

7. 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 linkages 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 o 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.
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.

STARTING 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

<u>Qty.</u>	<u>Description</u>
1	Right Side Header
1	Left Side Header
2	Header Gaskets
*	Header Bolts, Varies by application
6	3/8-16 X 1" Collector Bolts (except H8019)
6	3/8-16 Hex Nuts (except H8019)
2	Collector Gaskets (except H8019)
2	Reducers (except H8019, reducer part #H7247 sold separately)