

TM



8.2 Litre Performance Parts
Albuquerque, New Mexico

MID-LENGTH HEADERS '77-'79 DEVILLE / FLEETWOOD

- ⊕ Observe all standard automotive repair safety precautions. These can be found in the front of any service manual.
- ⊕ Recommended installation supplies: Gaskets, 16 header bolts ~1" long bolts recommended~ (NOT original manifold bolts), collector bolts ~6 ea 3/8" bolts and lock nuts (NOT Nylock nuts), header gaskets ~NOT silicone~, and collector gaskets ~usually provided by the exhaust shop, but check with them before showing up~
- ⊕ Unless you have the facilities for bending / welding exhaust at the location the headers are being installed at, plan to have the car towed to a facility where the exhaust will be hooked up.
- ⊕ Remove the stock exhaust manifolds, and extract any bolts that break off. Soaking them with a good penetrating oil several times over several days is recommended to reduce this hassle. Chase all of the threads (preferably with a thread chaser instead of a tap). Note that 1 bolt hole per port is open on the back side, and 1 is a blind hole which backs up to a head bolt - be careful not to damage the head bolts.
- ⊕ Remove the stock y-pipe (a sawzall works nicely, but a hacksaw, large tubing cutter, or chain cutter will work, as well).
- ⊕ Check your starter heat shield. If it is missing, install one.
- ⊕ Remove the engine oil dipstick, and clean any built up crud from the dipstick tube.
- ⊕ Block the rear tires so the car cannot roll, and jack the front of the car up and support it with jack stands. BE SAFE!
- ⊕ Using your jack to support (but not lift the car) the lower control arms, remove the bolts holding the upper controls arms to the frame one at a time, and re-install them pointing the other direction one at a time (so the bolt head is towards the engine and the nut is towards the tire). Be sure to re-install the alignment shims the same way they came out. Alternately, you can just cut the extra threads off of the bolts for clearance, but this can cause you a headache down the road.

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- ⊕ Start with the Driver's side header. There are 2 methods to choose from.
- ⊕ Method 1: unbolt the driver's side motor mount and lift the engine a few inches. From underneath the car, put the header up into the hole. Lifting it up and over the engine oil dipstick tube so that the header flange between the 1st and 2nd port is between the dipstick tube and the block. From above, start all 8 header bolts and install the gaskets, then tighten all 8 header bolts to approximately 35 Ft-Lbs. Lower the engine and bolt the motor mount back in place. Re-install the engine oil dipstick.
- ⊕ Method 2: The same as method 1, but without unbolting the motor mount. It will be a tight squeeze to get the front part of the header between the dipstick tube and the steering column. It will go, but your headers will be scratched up like this:
Which is fine if you don't care.
- ⊕ Next, install the passenger's side header. Essentially the same procedure, except there is no issue with the dipstick tube or steering column interference. Unbolting the motor mount for clearance is not necessary, unless you are prone to ding things and are also concerned with minor scuffs.
- ⊕ Hook up the exhaust, and enjoy. Warning: running the car with open headers / open manifolds / open heads could start a fire. Our local exhaust guy has had several customers cars totaled because they tried to drive to his shop with open exhaust. Also, running the engine with nothing bolted to the exhaust ports can cause engine damage in some cases.
- ⊕ If you purchased ceramic coated headers, or have them coated yourself, the coating will dull / tarnish over time. Most coating companies recommend using an aluminum polish, such as that marketed by Mothers, to bring back the shine. If you are using uncoated headers, we do NOT recommend header wrap, as it will usually cause the headers to rust out.
- ⊕ Thank you for choosing Cad Company's Best Engineered Parts for the Cadillac 472", 500, and 425" engines. Feel free to call with any questions or suggestions
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