



**3901HKR (Painted), 3901-1HKR (Ceramic),
3901-3HKR (Darkside), & 3901-4HKR (Titanium)
COMPETITION PONTIAC HEADERS
1968-77 Oldsmobile Cutlass/442 (350-403)
1977-78 Pontiac Firebird, Trans Am (350-403OL)**

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled HOOKER to offer the most advanced design in exhaust systems. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your Hooker exhaust system.

NOTE: This model does not fit the Cutlass Supreme Model

WARNING! Breaking in an engine with ceramic-coated headers WILL result in damage to the coating and will VOID all warranties. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. HOOKER recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

BEFORE STARTING

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure. **CAUTION! YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.**

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical systems.
2. Unbolt the headpipe from the stock cast iron manifold and push aside (both sides).
3. Remove the stock cast iron manifold, dipstick tube, starter, clutch linkage (if manual transmission), and heat shield on the starter (if equipped). Bend the heat shield from the motor mount (if so equipped).
4. Starting from below, work the left header carefully up through the chassis and into position over the exhaust ports.
5. Position the header flange gasket and start the front and rear bolts. Use 3/8-16 x 1.00" long washer hex head bolts and .437 I.D. flat washers in the notches at each end of the header flange. Do not tighten the header bolts at this time.
6. With the header loose, replace the starter. **NOTE:** Reroute electrical wires to the starter (if necessary).
7. Start the remaining header bolts (most restricted first).
8. Tighten all bolts evenly (most restricted first).
9. Replace the dipstick tube, clutch linkage (if removed), and the heat shield from the motor mounts. **NOTE:** The clutch linkage must be modified, as shown in **Figure A**.
10. Reroute the brake line, as shown in **Figure B**.

RIGHT SIDE:

1. Remove the stock cast iron exhaust manifold, oil filter, and oil filter adapter.
2. Starting from below, carefully work the right header up through the chassis and into position over the exhaust ports.
3. Position the header flange gasket and start the front and rear bolts. Use 3/8-16 x 1.00" long washer hex head bolts and .437 I.D. flat washers in the notches at each end of the header flange. Do not tighten the header bolts at this time.
4. Reinstall the oil filter adapter and oil filter.
5. Start the remainder of the header bolts (most restricted first). **NOTE:** The #3 header bolts on the right side will cause the most difficulty. It is essential that all bolts be installed for the header flange to seal properly.
6. Tighten all bolts evenly (most restricted first).
NOTE: Check the transmission cooler lines. Make sure they do not come in contact with the header tubes.
NOTE: On models equipped with a heat shield cover over the motor mount, you must either modify the heat shield for maximum clearance or remove it.
7. To connect the collectors to your stock exhaust system, purchase Hooker Reducer kit (P/N 11025HKR).
NOTE: Finish the performance job your headers started by adding a Hooker Competition Dual Exhaust system. Large 2 1/4" diameter tubing is mandrel bent, not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow. Press bending will crush the pipe, easily reducing volume by more than 10%. Our universal dual exhaust system comes complete with 2 Hooker Competition mufflers. No reducer is required when using our dual exhaust system. Purchase P/N 16500HKR.
8. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
9. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

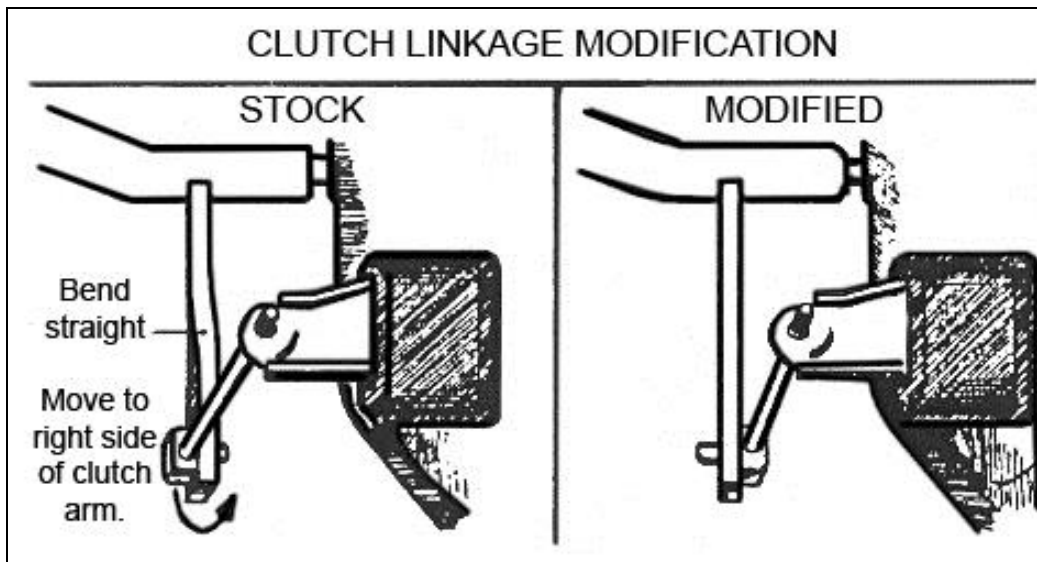


Figure A

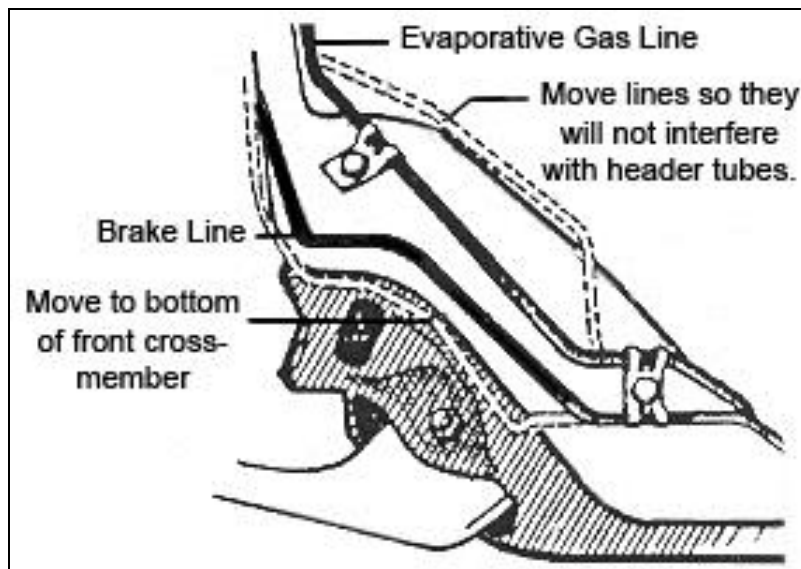


Figure B