



**P/N 4902HKR (Painted), 4902-1HKR (Ceramic),
4902-3HKR (Darkside), & 4902-4HKR (Titanium)
COMPETITION PONTIAC HEADERS
1967-69 Firebird, Trans Am (350-400)**

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: Some factory heads do not have a bolt hole in the end. Holes must be drilled and tapped to ensure proper seal.

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 system.
2. Unbolt the headpipe from the stock exhaust manifold and push aside. Remove the exhaust manifold.
3. Remove the clutch linkage (if manual transmission).
4. Starting from below, work the header up through the chassis into position.
5. Install the gasket and start all bolts (most restricted first).
6. Replace the clutch linkage.
7. Tighten all bolts evenly.

RIGHT SIDE:

1. Remove the exhaust manifold. Remove the oil filter assembly from the block.
2. Starting from below, work the header up through the chassis into position.
3. Install the gasket and start all bolts (most restricted first).
4. Replace the oil filter assembly.
5. Tighten all bolts evenly.
6. To connect the headers to your existing stock exhaust system, purchase Hooker Reducer kit (P/N 11030HKR) and bolt to the collectors using the provided gaskets and bolts.
7. 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.
8. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.