



PART # 35260 & 35266 INSTRUCTION SHEET 1964-72 PONTIAC (350-455 - 4 TUBE)

All cylinder heads must have 6 bolts to ensure proper sealing to heads. Will not fit vehicles with round ports!

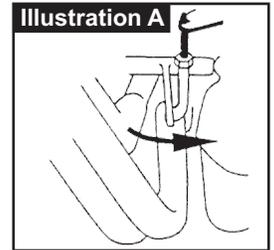
CAUTION! This is a designed exhaust header system, designed for this particular application (s). Do not bend, bang, cut, dent, drill or heat any portion of this header! Any alteration other than those suggested in this instruction sheet will void the Hedman Lifetime Guarantee!
To prevent leaks, install your headers using Hedman Hedders exhaust gaskets ONLY and a Hi-Temp silicone gasket sealant.

BEFORE STARTING INSTALLATION:

It is necessary to raise the vehicle at least 36 inches from the ground. A floor hoist is recommended, if not available, use a hydraulic floor jack with jack stands. **DO NOT USE A BUMPER JACK!** For Best results use penetrating oil on all manifold bolts to prevent broken bolts

PRE-INSTALLATION:

1. Disconnect the battery.
2. Unbolt exhaust head pipe from stock manifold and push aside.
3. Remove starter and clutch linkage (If manual transmission).
4. Loosen lower front motor mounts and raise engine 2-3" (Be sure to use a board between the oil pan and jack) to remove the manifolds. Also, remove the oil filter and casting from the block (3 bolts).



INSTALLATION INSTRUCTIONS:

LEFT SIDE:

NOTE: If during the below process the header hits the cross-member, it will be necessary to install new motor mounts (This is due to the normal wear and tear on the mounts, causing the engine to be lower).

1. From below, work header up through chassis into position, start front hedder bolts, **DO NOT** tighten at this time.
2. Lower engine down on motor mounts.
3. Remove front header bolts and put rear center bolt in head with gasket in place, then slide hedder forward and then back in to slot on flange, replace header bolts in front and rear loosely.
4. Lower starter wires as much as possible and connect to starter. Install starter. (You will not be able to see wires after installation).
5. Install clutch linkage (If manual transmission).
6. It may be necessary to relocate brake junction block slightly for better clearance. Splash guard may need to be removed.
7. Tighten header bolts. Start with the most restricted bolts first. If clutch linkage clearance is a problem, bend as shown in **Illustration "A"** (Above). If further clearance is needed, please call the "Original Parts Group" at (800) 243-8355 for further assistance and/or to purchase a Chevrolet clutch cross shaft (Part #G24079).

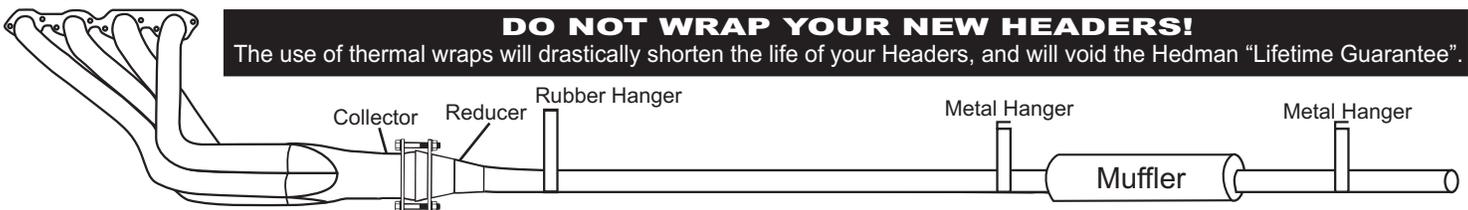
RIGHT SIDE:

1. With gasket in place, install header. Start all bolts (most restricted first) and tighten evenly.
2. Screw the new oil filter to the casting, and bolt (as one) to the block. Due to space limitations, it may be necessary to follow this procedure to change your oil filter in the future, or you may need to use a Trans-Dapt oil filter relocation kit. Order part #1120 for single filter or part #1220 for dual oil filtration. For more info. go to www.tdperformance.com.
3. Install reducers and weld to your exhaust system.
4. Re-connect the battery.
5. Make sure all fuel lines, wires and electrical cables have sufficient clearance to avoid burn damage.
6. Start engine, test drive vehicle, allowing engine to gain normal operating temperature. Check for leaks and new or unusual noises. After test drive, re-tighten all header bolts.

ENJOY YOUR HEADERS WHILE COMBINING INCREASED FUEL ECONOMY WITH BETTER PERFORMANCE.

SPECIAL INSTRUCTIONS!

After installing your headers, it is very important that your exhaust system be suspended properly. As indicated in the drawing below, you must place hangers as close to the header collector as possible. Rubber hangers should be used to allow the front of the system to flex with the engine torque. A hanger is needed before and after the muffler (s). When your exhaust system is unbolted from the header collector, it should remain suspended all by itself. Your Headers Are Not designed to support your exhaust system. Failure to follow these instructions will most likely result in cracks around the area where your primary tubes and collector are welded together, and will nullify your "Lifetime Guarantee".



WARNING: Not applicable or intended for street or highway use. Legal only for racing vehicles which may never be used upon a public highway.

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