



## P/N 3901HKR (painted) & 3901-1HKR (ceramic coated) 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 dip 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.
10. Any questions? Please contact Technical Service: 1-866-GOOLLEY or 270-781-9741. For online help, please refer to the website: [www.holley.com](http://www.holley.com).

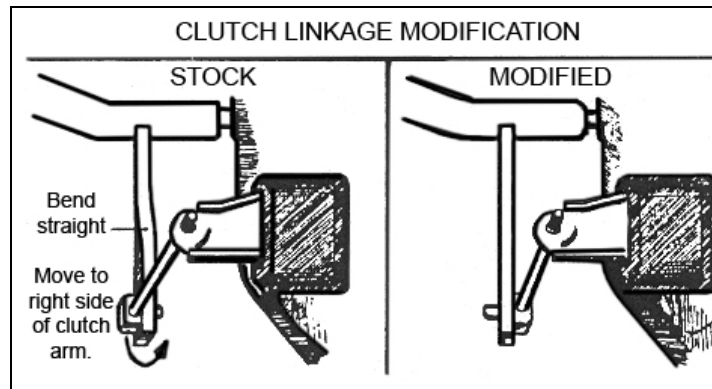


Figure A

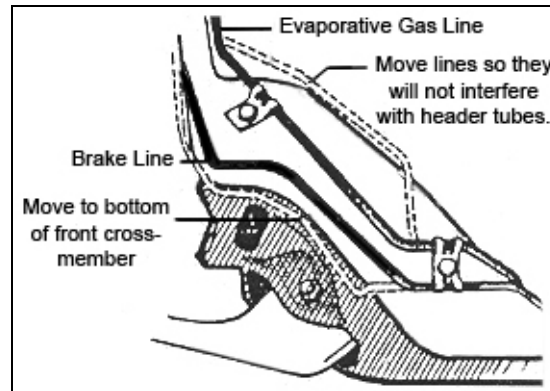


Figure B

**LIMITATION OF LIABILITY – DISCLAIMER:**

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOOKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

**THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.**

California vehicle code, sections 27156 AND 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOOKER Headers have not received an exemption from these code sections and are to legal for sale or use in California on vehicles originally equipped with catalytic converters, it is illegal, except for racing vehicles, which may never be driven upon a highway. To remove or otherwise render inoperative any emission control device on the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, HOOKER Headers are not legal for pollution-controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.

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