

PART NO. 3107

PONTIAC FIREBIRD & LEMANS  
OLDSMOBILE CUTLASS/BUICK REGAL  
350-403 CID OLDS V8 ENGINE

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 HEADERS FOR YOUR APPLICATION. DUE TO THE RESTRICTED ROOM AVAILABLE IN THE ENGINE COMPARTMENT, YOUR HEADERS MAY BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL. INSTALLATION, WHILE NOT COMPLEX, MAY BE TIME CONSUMING. HOWEVER, AS SOON AS YOU START YOUR ENGINE, THE ADDITIONAL HORSEPOWER AND IMPROVED PERFORMANCE WILL MORE THAN JUSTIFY YOUR EFFORTS. PROPER INSTALLATION AND MAINTENANCE WILL INSURE LONG LIFE AND MAXIMUM PERFORMANCE FROM YOUR HOOKER HEADERS.

**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 BATTERY CABLE TO PREVENT DAMAGE TO THE ELECTRICAL SYSTEM.
2. UNBOLT HEADPIPE FROM STOCK CAST IRON MANIFOLD AND PUSH ASIDE. (BOTH SIDES).
3. REMOVE STOCK CAST IRON MANIFOLD, DIPSTICK TUBE, STARTER, CLUTCH LINKAGE (IF MANUAL TRANSMISSION), HEAT SHIELD ON STARTER (IF EQUIPPED), AND BEND HEAT SHIELD FROM MOTOR MOUNT (IF SO EQUIPPED).
4. STARTING FROM BELOW, WORK LEFT HEADER CAREFULLY UP THROUGH CHASSIS AND INTO POSITION OVER EXHAUST PORTS.
5. POSITION HEADER FLANGE GASKET AND START 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 HEADER BOLTS AT THIS TIME.
6. WITH HEADER LOOSE REPLACE STARTER.  
**NOTE:** REROUTE ELECTRICAL WIRES TO THE STARTER AS NECESSARY.
7. START REMAINING HEADER BOLTS (MOST RESTRICTED FIRST).
8. TIGHTEN ALL BOLTS EVENLY (MOST RESTRICTED FIRST).
9. REPLACE DIPSTICK TUBE, CLUTCH LINKAGE (IF REMOVED), AND HEAT SHIELD FROM MOTOR MOUNT.  
**NOTE:** CLUTCH LINKAGE MUST BE MODIFIED AS SHOWN IN ILLUSTRATION "A".
10. REROUTE BRAKE LINE AS SHOWN IN ILLUSTRATION "B".

**RIGHT SIDE**

1. REMOVE STOCK CAST IRON EXHAUST MANIFOLD, OIL FILTER AND OIL FILTER ADAPTER.
2. STARTING FROM BELOW, CAREFULLY WORK RIGHT HEADER UP THROUGH CHASSIS AND INTO POSITION OVER EXHAUST PORTS.
3. POSITION HEADER FLANGE GASKET AND START 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 HEADER BOLTS AT THIS TIME.
4. REINSTALL OIL FILTER ADAPTER AND OIL FILTER.
5. START REMAINDER OF HEADER BOLTS (MOST RESTRICTED FIRST).  
**NOTE:** NO. 3 HEADER BOLT ON THE RIGHT SIDE WILL CAUSE THE MOST DIFFICULTY. IT IS ESSENTIAL THAT ALL BOLTS BE INSTALLED FOR HEADER FLANGE TO SEAL PROPERLY.
6. TIGHTEN ALL BOLTS EVENLY (MOST RESTRICTED FIRST).  
**NOTE:** A) CHECK TRANSMISSION COOLER LINES, BE SURE THAT THEY DO NOT COME INTO CONTACT WITH HEADER TUBES.  
B) ON MODELS EQUIPPED WITH HEAT SHIELD OVER MOTOR MOUNT, YOU MUST EITHER MODIFY HEAT SHIELD FOR MAXIMUM CLEARANCE OR REMOVE AND DISCARD IT.
7. TO CONNECT COLLECTORS TO YOUR STOCK EXHAUST SYSTEM, USE HOOKER REDUCER KIT PART NO. 11030. BOLT REDUCER (WITH GASKET) TO COLLECTOR. CUT HEADPIPE TO LENGTH AND WELD TO REDUCERS.
8. FOR CUSTOMERS WISHING TO RETAIN HOT AIR PACKAGE TO THE CARBURETOR, HOOKER HEADERS HAS DESIGNED A HEAT STOVE KIT. ATTACH HEAT STOVE TO HEADER TUBE AND CONNECT HOSE TO AIR CLEANER. SECURE WITH WORM CLAMPS. SEE ILLUSTRATION "C".  
**NOTE:** SEE HOOKER CATALOG FOR HOT AIR KIT SIZE AND PART NO.
9. CONNECT BATTERY. MAKE SURE ALL BRAKE LINES, FUEL LINES, AND ELECTRICAL WIRES AND CABLES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY. START ENGINE AND CHECK FOR LEAKS.

WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.

ANY QUESTIONS? PLEASE CONTACT THE CUSTOMER SERVICE DEPARTMENT AT: HOOKER HEADERS, 270-781-9741



*Super Competition*

**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.



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**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.

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

CALIFORNIA VEHICLE CODE SECTIONS 27156 AND 38391 PROHIBIT 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 NOT 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 REGULATED MOTOR VEHICLES-CHECK CATALOG LISTINGS TO INSURE 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.

