

PART NO. 3201

OLDS (442) 400-455 CID

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 HEADPIPES AND EXHAUST MANIFOLDS, REMOVE STARTER AND CLUTCH LINKAGE; SET ASIDE.
3. RELOCATE BRAKE BLOCK FROM BOTTOM OF FRAME TO TOP OF FRAME. REMOVE L-4 PIPE FROM MAIN BODY OF HEADER.
4. STARTING FROM BELOW, WORK MAIN BODY OF HEADER THROUGH CHASSIS INTO POSITION. WITH HEADER LOOSE, INSTALL STARTER AND CLUTCH LINKAGE.
5. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
6. REPLACE DIPSTICK TUBE.
7. TO INSTALL L-4 PIPE OVER FRAME, CUT UP 3 INCHES STARTING FROM REAR OF UPPER A FRAME, BACK 3 INCHES AND BACK DOWN TO FRAME. TO DO THIS, USE AN AIR CHISEL OR CUTTING TORCH ON METAL PANELS. PLASTIC PANELS CAN BE TRIMMED WITH KNIFE OR SAW.
8. INSTALL L-4 THROUGH OPENING ABOVE FRAME, INSERT PIPE INTO SWAGED PIPE AT COLLECTOR AND ROTATE INTO POSITION AT HEAD. START ALL BOLTS.
9. TIGHTEN ALL BOLTS (MOST RESTRICTED FIRST).

NOTE: CARS EQUIPPED WITH AUTOMATIC TRANSMISSION COLUMN SHIFT MAY REQUIRE SLIGHT MODIFICATION OF SHIFTING ROD FOR PROPER HEADER CLEARANCE.

RIGHT SIDE

1. REMOVE OIL FILTER ASSEMBLY AND EXHAUST MANIFOLD.
2. REMOVE CENTER BOLT FROM MOTOR MOUNT.
3. JACK ENGINE UP ABOUT 2 INCHES. (USE A BOARD BETWEEN PAN AND JACK).
4. STARTING FROM BELOW, WORK HEADER THROUGH CHASSIS INTO POSITION. LOWER ENGINE AND REPLACE MOUNT BOLT.
5. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
6. TIGHTEN ALL BOLTS (MOST RESTRICTED FIRST).
7. REINSTALL OIL FILTER AND ASSEMBLY.

NOTE: AUTOMATIC TRANSMISSION EQUIPPED CARS - MAKE SURE OIL COOLER LINES ARE CLEAR OF HEADER TUBES.

8. TO CONNECT HEAD PIPE TO COLLECTOR, USE HOOKER HEADER REDUCER NO. 11035.

NOTE: DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLER #21105 OR #21106; HOOKER COMPETITION TURBO , #21005 OR #21006;

9. CONNECT BATTERY, START ENGINE AND CHECK FOR ANY LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES, AND ELECTRICAL WIRES HAVE ADEQUATE HEADER CLEARANCE. RELOCATE AS NECESSARY.

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, 1-800-444-6553.

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER



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. Flowtech® & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

PART NO. 3201

PAGE 2

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