

PART NO. 3203**OLDS ENGINE SWAP 400-455 CID
'78-87 OLDS CUTLASS**

THANK YOU FOR MAKING HOOKER COMPETITION HEADERS YOUR CHOICE FOR A PERFORMANCE EXHAUST SYSTEM. THESE HEADERS ARE BUILT WITH THE SAME MANUFACTURING CARE AS HOOKER SUPER COMPETITION HEADERS. 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.

ENGINE SWAP TIPS

1. HEADER WAS DESIGNED TO FIT USING 350 OLDS DIESEL ENGINE AND FRAME MOUNTS.
2. TURBO 400 TRANS WAS USED WITH STOCK TRANS CROSSMEMBER BY CUTTING OFF MOUNTING TAB AND REWELDING IT TO THE REAR OF THE CROSSMEMBER.
3. OLDS 350 DIESEL VALVE COVERS WILL GIVE BETTER CLEARANCE ON A/C BOX.
4. OLDS 350 DIESEL OIL PAN WILL GIVE ADDED OIL CAPACITY.
5. USE MATCHED PULLEYS AND BRACKETS FROM THE SAME APPLICATION. - I.E. 1969 OLDS CUTLASS PULLEYS, AC, WATER PUMP AND ALTERNATOR MOUNTING BRACKETS.

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 ELECTRICAL SYSTEMS.
2. UNBOLT HEADPIPES AND EXHAUST MANIFOLDS AND REMOVE STARTER.
3. REMOVE L-4 PIPE FROM MAIN BODY OF HEADER.
4. STARTING FROM BELOW, WORK MAIN BODY OF HEADER THROUGH CHASSIS INTO POSITION.
5. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
6. REPLACE DIPSTICK TUBE AND STARTER.
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 EXHAUST MANIFOLD.
2. REMOVE CENTER BOLT FROM MOTOR MOUNT.
3. JACK ENGINE UP ABOUT 2 INCHES. (USE A BOARD BETWEEN PAN AND JACK.)
4. REMOVE R-4 PIPE FROM MAIN BODY OF HEADER.
5. STARTING FROM BELOW, WORK HEADER THROUGH CHASSIS INTO POSITION. LOWER ENGINE AND REPLACE MOUNT BOLT.
6. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
7. TO INSTALL R-4 PIPE OVER FRAME, FOLLOW SAME INSTRUCTIONS USED FOR THE L-4 PIPE INSTALLATION.
8. INSTALL R-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: AUTOMATIC TRANSMISSION EQUIPPED CARS - MAKE SURE OIL COOLER LINES ARE CLEAR OF HEADER TUBES.

10. TO CONNECT HEADPIPE TO COLLECTOR, USE HOOKER HEADER REDUCER NO. 11035.

NOTE: A DUAL EXHAUST SYSTEM CAN BE FABRICATED USING EITHER HOOKER SUPER COMPETITION TURBO MUFFLERS, #21105, #21106; HOOKER COMPETITION TURBOS, #21005 OR #21006 AND UNIVERSAL TAILPIPE.

11. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE THAT ALL BRAKE LINES, FUEL LINES AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE.



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. 3203

PAGE 2

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, 1-800-464-6553

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 OR SEND US \$4.00 AND WE'LL SEND YOU COMPLETE INFORMATION PLUS HOOKER DECALS.

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 INDUSTRIES MAKES NO WARRANTIES OF MERCHANTABILITY, OF FITNESS FOR PARTICULAR PURPOSE, OR THAT ITS PRODUCTS ARE APPROVED FOR GENERAL USE, OR THAT ITS PRODUCTS COMPLY WITH LAWS, REGULATIONS OR ORDINANCES IN THE STATES 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 NONCONFORMING, 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 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.