

**PART NO. 7535HKR OLDS - 442/CUTLASS/VISTA CRUISER WAGO/V / DELTA 88
400-455 - 1975**

THANK YOU FOR MAKING HOOKER HEADERS YOUR CHOICE IN A HIGH PERFORMANCE EXHAUST SYSTEM. EXTENSIVE DYNOTRACK 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 38 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 FROM STOCK EXHAUST MANIFOLD AND PUSH ASIDE.
3. REMOVE CLUTCH LINKAGE (IF MANUAL TRANSMISSION; STARTER, STARTER BRACE, FRAME BRACE, STOCK EXHAUST MANIFOLD, DIPSTICK TUBE AND VACUUM CANISTER FOR THE HEAT RISER).
NOTE: CARS EQUIPPED WITH COLUMN SHIFT AUTOMATIC TRANSMISSION OR STEERING LOCKING DEVICE MUST REMOVE AND MODIFY ROD AS SHOWN IN ILLUSTRATIONS 'A', 'B' AND 'C'.
4. REMOVE CENTER MOTOR MOUNT BOLT AND RAISE ENGINE ABOUT ONE INCH (BE SURE TO USE A BOARD BETWEEN OIL PAN AND HYDRAULIC JACK).
NOTE: MODELS EQUIPPED WITH HEAT SHIELDS OVER THE MOTOR MOUNTS MUST EITHER DISCARD THEM OR MODIFY THEM FOR MAXIMUM CLEARANCE OF HEADER TUBES.
5. STARTING FROM BELOW, WORK HEADER THROUGH CHASSIS INTO POSITION.
NOTE: CARS WITH PRESSURE VALVE AND BRAKE WARNING LIGHT SWITCH MOUNTED ON THE INSIDE OF FRAME, MUST RELOCATE THEM ON TOP OF FRAME.
6. LOWER ENGINE AND REPLACE MOTOR MOUNT BOLT.
7. WITH HEADER LOOSE, WORK CLUTCH LINKAGE BETWEEN L-3 PIPE AND L-4 PIPE INTO POSITION AND REPLACE STARTER (REROUTE CABLE FROM BATTERY TO STARTER TO ALLOW MAXIMUM CLEARANCE ON ALL HEADER TUBES).
8. PLACE GASKET INTO POSITION AND START ALL BOLTS. USE 1" LONG BOLTS AND FLAT WASHERS AT NOTCHES IN FLANGE
9. TIGHTEN ALL BOLTS EVENLY.
10. REPLACE DIPSTICK TUBE AND VACUUM CANISTER FOR THE HEAT RISER.

RIGHT SIDE

1. REMOVE STOCK MANIFOLD AND OIL FILTER ADAPTER FROM BLOCK.
 2. STARTING FROM BELOW, WORK HEADER THROUGH CHASSIS INTO POSITION (SOME MODELS MAY REQUIRE ENGINE TO BE RAISED).
 3. PLACE GASKET INTO POSITION AND START ALL BOLTS. USE 1" LONG BOLTS AND FLAT WASHERS AT NOTCHES IN FLANGE..
 4. TIGHTEN ALL BOLTS.
 5. REPLACE OIL FILTER ADAPTER (CARS EQUIPPED WITH AUTOMATIC TRANSMISSION, MAKE SURE COOLER LINES DO NOT TOUCH HEADER TUBES).
 6. TO RETAIN HEAT TO THE CARBURETOR, PURCHASE HOOKER HOT AIR KIT (PART NO. 10931).
 7. TO CONNECT COLLECTORS TO HEADPIPES, CUT TO CORRECT LENGTH, AND WELD TO REDUCERS.

 8. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES, AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE 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, 1-866-464-6553

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.

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