



**7538HKR (Painted), 7538-1HKR (Ceramic),
7538-3HKR (Darkside), & 7538-4HKR (Titanium)
COMPETITION OLDSMOBILE/PONTIAC HEADERS
1975 Oldsmobile Cutlass/442 & 1975 Delta 88 (all 400-455)**

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 system.
2. Unbolt the headpipe from the stock exhaust manifold and push aside.
3. Remove the clutch linkage (if manual transmission), starter, stock exhaust manifold, dipstick tube, fender braces, vacuum operated heat riser, and starter bracket.

NOTES:

- A. Some models may also require moving the brake line junction block from inside the frame to the top of the frame.
- B. The fender brace and starter brace on all vehicles so equipped must be discarded. 1975 vehicles must have the frame support bars removed.

4. Starting from below, work the left header carefully up through the chassis and into position over the exhaust ports.

NOTES:

- A. Some models with 4-speed trans require raising the engine 2 – 3 inches to install the header. Use a wood block between the oil pan and jack.

5. Position the gaskets and start all bolts. Use 1" long bolts and flat washers at the notches in the flange.

NOTES:

- A. Cars equipped with power steering or alternator bracket mounted in #1 cylinder, use the stock bolts. Washers may be required as spacers for proper alignment.
- B. Models equipped with heat shields over the motor mount must either modify the heat shields for maximum clearance or discard them.

6. Replace the starter, dipstick tube, clutch linkage (if removed), shift rod or steering lock pad, and vacuum operated heat riser.

NOTE: Starter cable must be relocated to prevent contact with any of the header tubes.

7. Tighten all bolts evenly.
8. Be sure battery cable, brake lines, and fuel lines have sufficient clearance from the header tubes.

RIGHT SIDE:

1. Remove the stock exhaust manifold and oil filter assembly.

NOTE: 1975 models must have the frame supports bars removed. Raise the engine approximately 1 inch.

2. Starting from below, carefully work the right header up through the chassis and into position (See **Figure A**).
3. Position the gasket and start all bolts (most restricted first). Use 1" long bolts and flat washers at the notches in the flange.
4. Replace the oil filter assembly. Tighten all header bolts evenly.
5. To connect the collectors to your stock exhaust system, purchase Hooker Reducer kit (P/N 11030HKR).
6. 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.
7. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.
8. Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: www.holley.com.

NOTE: Due to variations in front alignment, trim right side A-arm as req'd to provide ample clearance for R-3 header tube. (not req'd on all models)

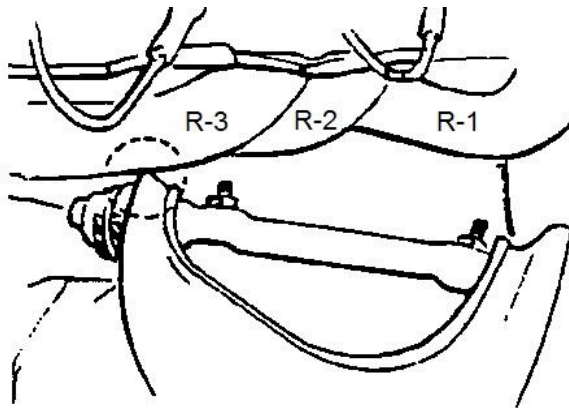


Figure A

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.

HOKKER 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. HOKKER™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

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