

PART NO. 4109

PONTIAC FIREBIRD 350-455 CID

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.

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.

P R O P

E R **NOTE:** SOME PONTIAC ENGINES DO NOT HAVE PROVISIONS FOR BOLTS TO SECURE THE FRONT AND REAR RUNNERS OF THE STOCK CAST IRON EXHAUST MANIFOLDS TO THE CYLINDER HEADS. IF YOUR ENGINE IS ONE OF THESE, HOLES MUST BE LOCATED, DRILLED AND TAPPED FOR YOUR HOOKER HEADERS TO SEAL PROPERLY.

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 THE BATTERY CABLE TO PREVENT DAMAGE TO THE ELECTRICAL SYSTEM.
2. UNBOLT HEADPIPES FROM STOCK EXHAUST MANIFOLDS AND REMOVE.
3. REMOVE EXHAUST MANIFOLD, STARTER MOTOR, CLUTCH CROSS SHAFT, AND REVERSE LOCKOUT ROD FROM TRANSMISSION.
NOTE: ON 1979 MODELS THE BRACE BETWEEN THE LOWER "A" ARM BRACKET AND THE SUBFRAME MUST BE MODIFIED TO CLEAR HEADER TUBE. SEE ILLUSTRATION "A".
4. POSITION FLANGE GASKET AND START REAR BOLT ON CENTER PORT.
5. STARTING FROM BELOW, WORK HEADER INTO PLACE. PUT SLOTTED HOLE IN FLANGE OVER BOLT AND SLIDE FLANGE INTO POSITION. START REMAINING BOLTS AND TIGHTEN EVENLY.
6. REPLACE CLUTCH CROSS SHAFT AND STARTER. IT MAY BE NECESSARY TO RE-ROUTE STARTER WIRES TO INSURE ADEQUATE CLEARANCE OF HEADER TUBES.
7. REPLACE REVERSE LOCKOUT ROD. IF ROD IS TOO CLOSE TO HEADERS, BEND UPWARD SLIGHTLY FOR INCREASED CLEARANCE. SEE ILLUSTRATION "B". LATE MODELS MAY REQUIRE MODIFYING POSITION OF LOCKOUT ROD ACCORDING TO ILLUSTRATION "C".
NOTE: ON 1979 MODELS WITH MANUAL TRANSMISSION THE REVERSE INTERLOCK ROD MUST BE MODIFIED FOR HEADER CLEARANCE.
8. TO RETAIN STOCK HEAT STOVE ASSEMBLY, MODIFY ACCORDING TO ILLUSTRATION "D:" AND REINSTALL OR PURCHASE HOOKER HOT AIR KIT PART NO. 10931.
9. TO RETAIN VACUUM OPERATED HEAT RISER (BUTTERFLY) VALVE, IT WILL BE NECESSARY TO FABRICATE AN ADAPTER SECTION. CUT THE LAST 4" OFF OF EXHAUST MANIFOLD END OF STOCK HEADPIPES. SANDWICH HEAT RISER VALVE (WITH GASKETS) BETWEEN PIECES OF STOCK HEADPIPE, MAKING SURE THE FLANGES ARE ORIENTED TO MATCH SURFACE CONFIGURATION OF VALVE ASSEMBLY, AND BOLT TOGETHER. TRIM REDUCER TO PROPER LENGTH (SO ITS DIAMETER EQUALS HEADPIPES); WELD ONE HEADPIPE STUB TO REDUCER AND BOLT REDUCER TO COLLECTOR. FABRICATE A PIECE TO CONNECT (REAR) HEADPIPE STUB TO STOCK EXHAUST SYSTEM. SEE ILLUSTRATION "E".

RIGHT SIDE

1. REMOVE STOCK EXHAUST MANIFOLD. REMOVE ENTIRE OIL FILTER ASSEMBLY FROM BLOCK.
2. POSITION FLANGE GASKET AND START REAR BOLT ON CENTER PORT.
3. STARTING FROM BELOW, WORK HEADER UP INTO POSITION. REPLACE OIL FILTER MOUNT ONTO BLOCK WHILE HEADER IS STILL LOOSE.
4. PLACE SLOTTED HOLE IN FLANGE OVER BOLT IN HEAD, SLIDE BACK INTO POSITION, AND START ALL BOLTS.
5. REPLACE OIL FILTERS.
6. TO CONNECT COLLECTORS TO HEADPIPES, PURCHASE HOOKER HEADER REDUCER KIT NO. 11030. BOLT REDUCERS (WITH GASKET) TO COLLECTORS; LINE UP HEADPIPES, CUT TO CORRECT LENGTH, AND WELD TO REDUCERS.
7. CONNECT BATTERY. START ENGINE AND CHECK FOR LEAKS. MAKE SURE ALL FUEL, BRAKE, VACUUM, ELECTRICAL LINES HAVE SUFFICIENT HEADER CLEARANCE. REROUTE AS NEEDED FOR ADEQUATE HEAT PROTECTION.

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: HOLLEY PERFORMANCE PRODUCTS
1801 RUSSELLVILLE RD., BOWLING GREEN, KY 42101-3542. TECHNICAL SERVICE: 270-781-9741 FAX: 270-781-9772
Email: hooker@support.holley.com Website: www.holley.com

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS, BUT HOOKER

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BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER.

