

PART NUMBER SUM-G 9020

1970-1979 PONTIAC FIREBIRD/TRANS AM
1964-1975 PONTIAC GTO, LE MANS, GRAND AM
WITH 326-455 PONTIAC ENGINE

WILL NOT FIT FIREBIRD/TRANS AMS WITH COLUMN SHIFTED STANDARD TRANSMISSION

READ THESE INSTRUCTIONS CAREFULLY BEFORE STARTING: FOR EASE OF INSTALLATION, YOUR VEHICLE MUST BE RAISED A MINIMUM OF 38". WARNING SHOULD YOU DECIDE TO INSTALL ANY EXHAUST YOURSELF, BE WARNED THAT THE ORIGINAL EQUIPMENT JACK THAT CAME WITH THE VEHICLE IS INTENDED FOR EMERGENCY USE ONLY. THE USE OF A FRAME JACK IN CONJUNCTION WITH A FLOOR JACK AS MAIN SUPPORT IS HIGHLY RECOMMENDED TO MINIMIZE THE ACCIDENTAL DROPPING OF A VEHICLE WHILE THE INSTALLATION PROCEEDS. NEVER GO UNDER ANY VEHICLE THAT IS SUPPORTED BY A BUMPER JACK!

1. PREPARE THE CAR FOR INSTALLATION:

- A. DISCONNECT THE BATTERY TO PREVENT ACCIDENTAL DAMAGE TO THE ELECTRICAL SYSTEM.
- B. REMOVE THE STOCK EXHAUST MANIFOLDS.
- C. REMOVE THE, STARTER, CLUTCH LINKAGE (IF EQUIPPED)
- D. ON 75 LE MANS: REMOVE THE SOLENOID HEAT SHIELD AND DISCARD.
- E. REMOVE THE OIL FILTER ASSEMBLY FROM THE BLOCK.
- F. REMOVE THE SHIFT LINKAGE, STEERING LOCKOUT DEVICE AND CHASSIS SUPPORT RODS ON LATER MODEL VEHICLES.

2. CHECK THE CONDITION OF THE ENGINE MOUNTS

INSTALLATION NOTE: IT IS RECOMMENDED THAT NEW ENGINE MOUNTS BE INSTALLED BEFORE INSTALLING HEADERS.

3. LEFT SIDE HEADER INSTALLATION:

- A. REMOVE THE CENTER BOLT FROM ENGINE MOUNT, USING A FLOOR JACK WITH A BOARD UNDER THE OIL PAN RAISE THE ENGINE 2-3".
- B. STARTING FROM BELOW, PLACE THE HEADER INTO POSITION OVER THE EXHAUST PORTS, START THE FRONT BOLT.
- C. LOWER ENGINE REATTACH THE ENGINE MOUNT.

INSTALLATION NOTE: IT MAY BE NECESSARY ON EARLIER MODEL TO AD SPACER TO RAISE ENGINE MOUNT $\frac{1}{4}$ - $\frac{1}{2}$ " FOR HEADER TO CROSSMEMBER CLEARANCE.

- D. WITH THE HEADER STILL LOOSE REPLACE THE CLUTCH LINKAGE IF NECESSARY
- E. REMOVE THE FRONT BOLT AND PLACE THE GASKET INTO POSITION, INSTALL THE BOLTS, THE MOST RESTRICTED ONES FIRST. TIGHTEN ALL HEADER BOLTS PROGRESSIVELY AND EVENLY UNTIL THEY ARE TIGHT.

INSTALLATION NOTE: IF NECESSARY RE LOCATE THE BRAKE LINE JUNCTION BLOCK SLIGHTLY FOR PROPER HEADER CLEARANCE. SOME MODELS MAY REQUIRE MODIFICATION OF COMPLETE REMOVAL OF SPLASH PAN.

- F. REINSTALL STARTER. AND SHIFT LINKAGE.

INSTALLATION NOTES:

- a. LATE MODELS, MODIFY SHIFTER LINKAGE AND STEERING LOCK OUT DEVICE PER ILLUSTRATIONS "A", "B", AND "C". ON 76 TRANS AMS, DISCARD THE REVERSE LOCK OUT ROD. THE LOCKOUT LINKAGE MUST BE SECURED IN A POSITION THAT WILL NOT LOCK THE STEERING WHEEL.
- b. IN ORDER TO RETAIN THE TAC HEAT TO THE CARBURETOR, MODIFY HEAT STOVE AS PER ILLUSTRATION "D".
- c. LATE MODEL VEHICLES, DISCARD THE CHASSIS SUPPORT RODS.
- d. FOR ADDED CLUTCH LINKAGE CLEARANCE, MODIFY AS PER ILLUSTRATION "E", FOR MORE CLEARANCE PURCHASE CHEVROLET CROSS SHAFT PART NUMBER 3920615 FROM CHEVY DEALERSHIP.
- e. CHECK CLEARANCE BETWEEN UPPER A-ARM AND HEADER, IF HEADER CONTACTS A-ARM BOLT, TRIM BOLT. IF HEADER TUBES CONTACT THE UPPER A-ARM, MARK AND TRIM A-ARM FOR CLEARANCE

4. RIGHT SIDE HEADER INSTALLATION:

- A. REMOVE THE CENTER BOLT FROM ENGINE MOUNT, USING A FLOOR JACK WITH A BOARD UNDER THE OIL PAN RAISE THE ENGINE 2-3".
- B. STARTING FROM BELOW, PLACE THE HEADER INTO POSITION OVER THE EXHAUST PORTS, START THE FRONT BOLT.
- C. LOWER ENGINE REATTACH THE ENGINE MOUNT.

INSTALLATION NOTE: IT MAY BE NECESSARY ON EARLIER MODEL TO AD SPACER TO RAISE ENGINE MOUNT $\frac{1}{4}$ - $\frac{1}{2}$ " FOR HEADER TO CROSSMEMBER CLEARANCE.

- D. REPLACE THE OIL FILTER.

INSTALLATION NOTE: ON 75 LE MANS MODELS IT MAY BE NECESSARY TO DENT THE #4 TUBE SLIGHTLY FOR CLEARANCE.

- D. WITH THE HEADER STILL LOOSE REPLACE THE CLUTCH LINKAGE IF NECESSARY
- E. PLACE THE GASKET INTO POSITION, INSTALL THE BOLTS, THE MOST RESTRICTED ONES FIRST. TIGHTEN ALL HEADER BOLTS PROGRESSIVELY AND EVENLY UNTIL THEY ARE TIGHT.

INSTALLATION NOTES:

- a. ON AUTOMATIC TRANSMISSION EQUIPPED VEHICLES, REROUTE TRANSMISSION COOLANT LINES FOR ADEQUATE CLEARANCE.
- b. FOR CLEARANCE TO THE OIL PRESSURE SENDING UNIT, USE 45° ADAPTER.
- c. CHECK CLEARANCE BETWEEN UPPER A-ARM AND HEADER, IF HEADER CONTACTS A-ARM BOLT, TRIM BOLT. IF HEADER TUBES CONTACT THE UPPER A-ARM, MARK AND TRIM A-ARM FOR CLEARANCE

5. AFTER HEADERS ARE IN PLACE:

- A. INSPECT ALL POINTS WITH LIMITED CLEARANCE. RELOCATE ANY POINTS THAT HAVE DIRECT CONTACT WITH THE HEADERS. MAKE SURE THERE IS ADEQUATE CLEARANCE AROUND ALL LINES (TRANSMISSION, BRAKE, FUEL AND ELECTRICAL WIRES), REROUTE AS NECESSARY. BEFORE INSTALLING YOUR EXHAUST SYSTEM REPLACE ANY FLUIDS THAT YOU MAY HAVE REMOVED OR LOST.

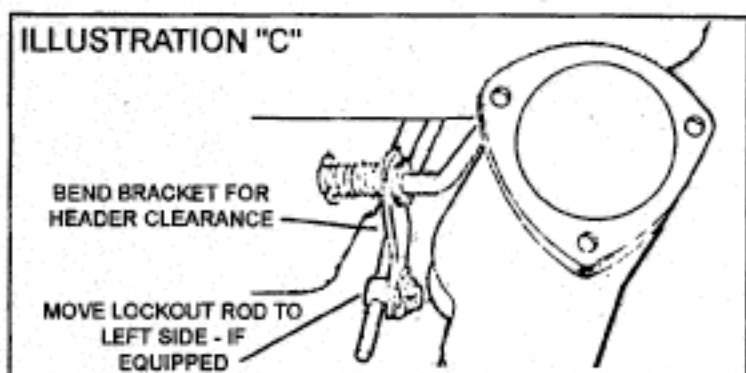
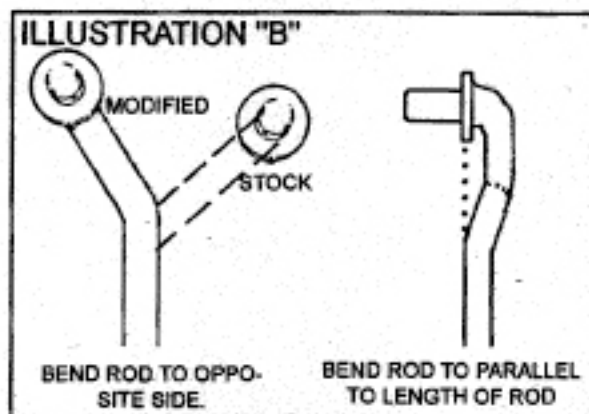
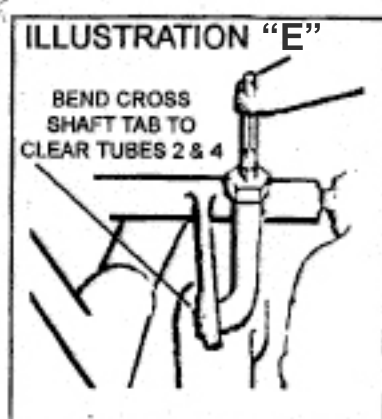
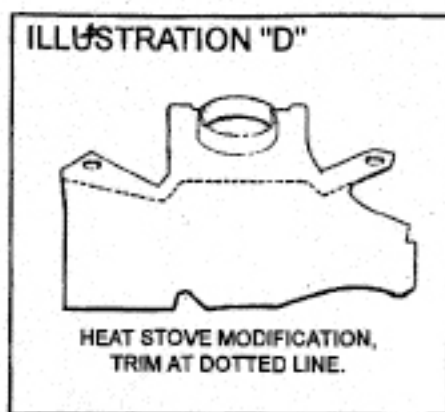
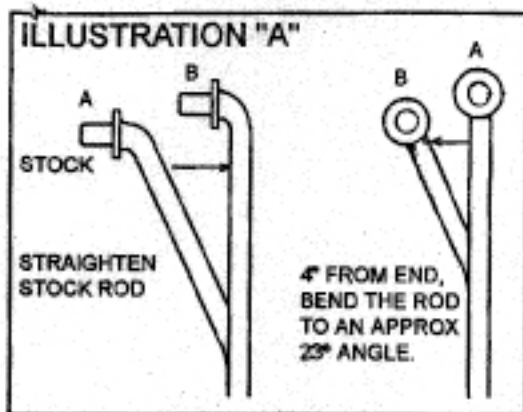
- B. RECONNECT BATTERY CABLE.

6. CONNECT THE EXHAUST SYSTEM:

- A. BOLT THE REDUCERS AND GASKETS TO THE HEADER COLLECTORS.
- B. ATTACH THE EXHAUST SYSTEM BY EITHER WELDING OR CLAMPING THE EXHAUST PIPES TO THE REDUCER ADAPTERS.

WHEN YOU HAVE FINISHED INSTALLING YOUR HEADERS, TAKE THE VEHICLE FOR A ROAD TEST. LISTEN CAREFULLY FOR ANY EXHAUST LEAKS OR OTHER STRANGE NOISES AND MAKE CORRECTIONS. WHEN THE VEHICLE HAS BEEN DRIVEN FOR A FEW DAYS, RETIGHTEN THE HEADER BOLTS. WE FIND THAT PERIODICALLY CHECKING THE BOLTS WILL PREVENT THE FLANGE FROM WARPING AND THE BURNING OUT OF THE HEADER GASKETS.

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