



7901HKR (Black), 7901-1HKR (Coated), 7901-3HKR (Stainless), & 7901-4HKR (Titanium) 72-74 GREMLIN X / HORNET SC, 68-74 JAVELIN / AMX, & 1974 MATADOR (260-401)

NOTE: Will not accommodate smog air pump.

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. 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.

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 old headers 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 prior to installing headers, take the time to make a careful and complete inspection of both engine and transmission mounts. Replace them if they look worn or damaged, otherwise this may affect the header fitting into your vehicle properly.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY!

LEFT SIDE

1. Disconnect the battery cable to prevent damage to the electrical system.
 2. Disconnect the headpipes from the exhaust manifold and push aside.
 3. Remove the clutch linkage (if equipped), dipstick tube, spark plugs, and stock exhaust manifold.
- NOTE:** Gremlins and Hornets with automatic transmissions must remove both the shift and kick-down linkages.
4. Starting from below, work the header up through the chassis into position.
 5. Place the gasket into position and start all bolts (most restricted first).
 6. Replace the dipstick tube, spark plugs, clutch linkage (if removed), automatic transmission shift and kick-down linkages.
 7. Tighten all bolts evenly.

RIGHT SIDE

1. Remove the spark plugs, starter, starter cable, and stock exhaust manifold.
- NOTE:** Gremlin and Hornets – push the transmission cross-member mounting bolts and push the transmission toward the left side of the vehicle.
2. Starting from below, work the header up through the chassis into position.
 3. Replace the starter and tighten all bolts.
 4. Position the header gasket and start all header bolts (most restricted first).
 5. Tighten all header bolts evenly.
- NOTE:** Gremlin and Hornets – push transmission back into position and replace the mounting bolts.
6. Replace the spark plugs and attach the starter cable to the starter, making sure it does not come in contact with any of the header tubes.
 7. To connect the collectors to the headpipes, purchase Hooker Header reducer kit P/N 11030HKR.
 8. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.