



P/N 4107HKR (painted) & 4107-1HKR (ceramic coated)
SUPER COMPETITION PONTIAC
HEADERS 1967-69 Firebird, Trans Am (326-455)
1972-74 Ventura, Phoenix, 1974 GTO (350)

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: Some factory heads do not have bolt holes in the end. Holes must be drilled and tapped to assure a proper seal.

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 systems.
2. Unbolt the headpipes from the stock exhaust manifolds and push aside.
3. Remove the spark plugs, clutch linkage (if manual transmission), and exhaust manifold.
4. Starting from below, work the header up through the chassis into position.
5. Position the gasket and start all bolts (most restricted first).
6. Replace the clutch linkage and spark plugs.

NOTE: If the car is equipped with a transmission locking device, it may require some modification, readjustment, or removal.

RIGHT SIDE:

1. Remove the oil filter assembly from the block. Remove the spark plugs and exhaust manifold.
2. Starting from below, work the header up through the chassis into position.
3. Position the gasket and start all bolts (most restricted first).
4. Replace the old filter assembly and spark plugs.
5. Tighten all bolts (most restricted first).
6. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
7. To connect the collector to your stock exhaust system, purchase Hooker Reducer kit (P/N 11030HKR). Position the gasket and bolt the reducer to the collector. Cut the headpipe to the correct length and weld the reducer.
8. 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.
9. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.