



P/N 4108HKR (painted) & 4108-1HKR (ceramic coated) SUPER COMPETITION PONTIAC HEADERS

1968-75 GTO (up to '73)
1968-75 Le Mans

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: Exhaust systems can also be fabricated using either; Hooker Super Competition Aero Chamber mufflers, Maximum Flow mufflers, Competition turbo mufflers, or header type Hooker mufflers.

NOTE: Some factory heads do not have bolt hole in end. Holes must be drilled and tapped to assure 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. Remove spark plugs.
2. Unbolt the headpipe from the stock exhaust manifold and push aside.
3. Remove the starter, clutch linkage (if manual transmission), and stock exhaust manifold.
NOTE: Late models require the removal of the shift linkage, steering lock-out device, and chassis support rods. 1974 models factory equipped with standard transmission must remove and modify the clutch cross shaft (**Figure E**). 1975 Le Mans: remove and discard starter/solenoid heat shield.
4. Remove the center bolt from the motor mount and jack up the engine approximately 2-3". Place a board between the oil pan and jack.
5. Starting from below, work the header up through the chassis into position. Start the front header bolt.
6. Lower the engine and replace the center motor mount bolt.
7. With the header loose, replace the clutch linkage (if removed).
8. Remove the front header bolt, position the gasket, and start the rear bolt on the center port. Place the slot in the flange over bolt and slide (to the rear) into position.
9. Start all bolts (most restricted first).
NOTE: A) Some models may require brake block to be relocated slightly to insure sufficient clearance.
B) Some models may require removal or modification of splash pan.
10. Tighten all bolts (most restricted first).
NOTE: On late models, modify and replace the shift linkage and steering lock-out device, as shown in **Figures A, B, & C**.
NOTE: To retain heat to the carburetor, modify the stock heat stove, as shown in **Figure D**, and reinstall.
NOTE: On late models, discard the stock chassis support rod.
11. Replace the starter.

RIGHT SIDE:

1. Remove the stock exhaust manifold. On late models, remove and discard the chassis support rod.
2. Remove the oil filter assembly from the block.
3. Remove the center bolt from the motor mount.
4. Jack up the engine approximately 3". Place a board between the oil pan and jack.
5. Position the gasket and start the rear bolt on the center port.
6. Starting from below, work the header up through the chassis into position.
NOTE: Cars, equipped with automatic transmissions, may require the cooler lines to be disconnected.
7. Lower the engine and replace the motor mount bolt.
8. Place the slot in the flange over bolt and slide (to the rear) into position. Replace the oil filter.
9. Start all bolts (most restricted first).
10. Tighten all bolts (most restricted first).
11. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
NOTE: For models equipped with automatic transmissions, reconnect the cooler lines and check for adequate clearance. Reroute, as necessary.
NOTE: Check the clearance between the upper "A" arm and header (push down on front of car several times). If the header comes in contact with the upper "A" arm, then the "A" arm must be marked and trimmed (as necessary) to ensure adequate clearance.

12. To connect the collectors to your stock exhaust system, purchase Hooker Reducer kit (P/N 11030HKR) Position the gasket and bolt the reducer to the collector, cut headpipe to correct length, and weld the reducer.
13. 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.
14. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

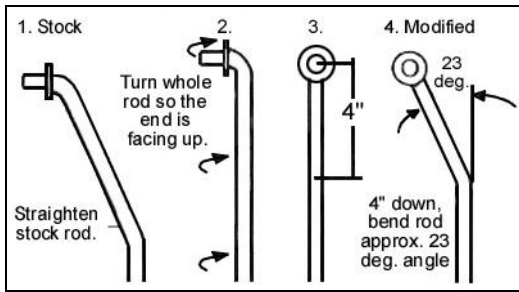


Figure A

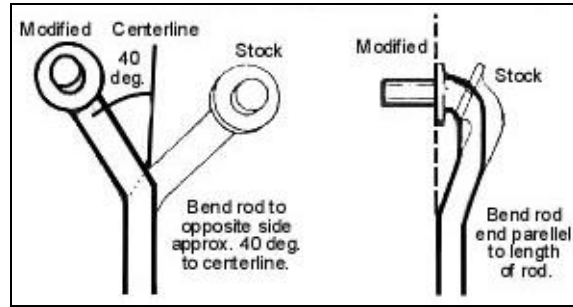


Figure B

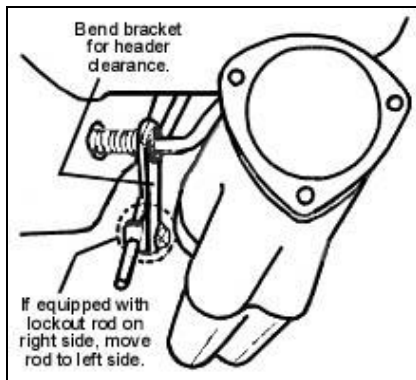


Figure C

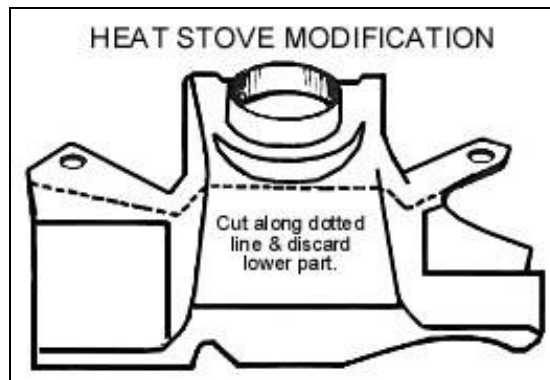


Figure D

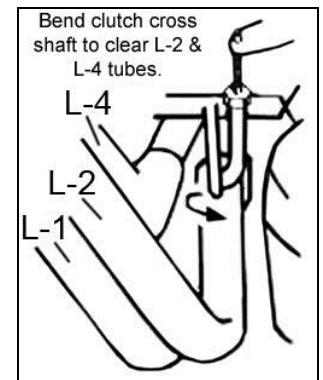


Figure E