



P/N 4201HKR (painted) & 4201-1HKR (ceramic coated) SUPER COMPETITION FULL LENGTH CAR HEADERS

1968-72 Pontiac GTO (up to '73), Le Mans (400-455 HO/SD)

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 any of the following: Hooker Super Competition Aero Chamber mufflers, Maximum Flow mufflers, Competition turbo mufflers, or header type Hooker mufflers.

NOTE: Header designed to fit Ram Air II/IV, Super Duty, HO, and Edelbrock Performer RPM heads only.

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

RIGHT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical systems.
2. Unbolt the stock headpipe from the stock exhaust manifold.
3. Remove the spark plugs, exhaust manifold, and oil filter/housing.
4. Check the bolts on the stands (mounts) that are attached to the motor mount cross-member. The heads of the bolts should be at the top. If not, then they must be reversed (i.e. with the nut installed from the bottom side).
5. Remove the center bolt from the motor mount. Now, raise the engine about one inch (use a board between the pan and jack).
6. Starting from below, work the header up through the chassis into position. Lower the engine and replace the motor mount bolt.
7. Place the gasket into position and start all bolts (most restricted first). Do not tighten.
8. Position the oil filter and housing up between the oil pan and header and reinstall.
9. Tighten all bolts evenly.
10. Replace the spark plugs.

LEFT SIDE:

1. Remove the stock headpipe from the exhaust manifold.
2. Remove the transmission locking device linkage.
3. Remove the starter, clutch linkage, exhaust manifold, and spark plugs.
4. The brake junction block will have to be moved from the inside of the frame to the top side of the frame to ensure adequate clearance (it may require longer brake lines).
5. Starting from below, work the header up through the chassis into position. **DO NOT START ANY BOLTS.**
6. With the header loose, reinstall the starter.
7. Place the gasket into position and start the rear bolt on the center ports. Using the slotted hole, place the flange over the bolt and slide to the rear into position and start all bolts (most restricted first).
8. Reinstall the clutch linkage, locking device, and spark plugs.
9. Tighten all bolts evenly.
10. To connect the collectors to the headpipes, purchase Hooker Reducer kit (P/N 11035HKR)

NOTE: A dual exhaust system can be fabricated using Hooker Competition Turbo mufflers 21005HKR or 21006HKR.

11. 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.
12. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.