



**6130HKR (Painted) & 6130-1HKR (Ceramic)  
6130-3HKR (Darkside) & 6130-4HKR (Titanium)  
SUPER COMPETITION FULL LENGTH HEADERS**

**1965-69 Passenger, Wagons – (Full Size) includes Galaxy & Monterey (390-428)**

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:** Will not fit convertible models.

**NOTE:** Will only fit 16 bolt F.E. cylinder heads with the top four exhaust bolt holes in line - Will not seal properly on heads with the end upper bolts lower than the center bolts.

**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.**

**LEFT SIDE:**

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Unbolt the stock headpipes at the manifolds and remove from the car (both sides).
3. Remove the stock exhaust manifold. Disconnect the transmission linkages (between the frame and bellhousing), equalizer bar (if automatic), or clutch cross shaft (if stick).
4. Position the flange gasket on the head and start the bottom row or (furnished) bolts, with a flatwasher on each bolt.
5. Remove the top half of the L-3 tube. Starting from below, work the header up through the chassis into position and slip over the bottom row of bolts.
6. Work the L-3 tube into place, inserting the lower end into the swedged stub on the main body of the header and the flange piece over the bottom row of bolts.
7. Tighten all header bolts evenly.
8. Reconnect the transmission linkages.

**RIGHT SIDE:**

1. Remove the stock exhaust manifold. Disconnect the steering idler arm from the frame and push (down) out of the way.
2. Start the lower row of (furnished) header bolts with a flatwasher on each bolt.
3. Starting from below, work the header up through the chassis and slip onto the lower row of bolts.

**NOTE:** For automatic transmissions, carefully bend the transmission lines away from the header for clearance.

4. With the header loose, replace the idler arm. If the starter bolts were loosened, tighten them. Reroute the starter cable as required for clearance of the header tubes.
5. Start the remaining header bolts. Tighten all bolts evenly.

6. If equipped with an automatic choke, remove the choke tubes from the stock exhaust manifold and install in the U-tube on the #4 pipe. Connect to the stock carburetor fittings.
7. To connect the collectors to the headpipes, purchase Hooker Reducer kit #11030HKR.
8. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission fluid lines, heater hoses, and electrical wires have sufficient clearance. Reroute, as necessary.
9. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.