



**4901HKR (Painted), 4901-1HKR (Ceramic),
4901-3HKR (Darkside), & 4901-4HKR (Titanium)
COMPETITION PONTIAC HEADERS
1970-74 Firebird, Trans Am (350-455)
1964-74 GTO, Le Mans, Grand Am (326-455)**

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 a bolt hole in the end. Holes must be drilled and tapped to ensure proper seal.

NOTE: Will not fit with column shift.

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 headpipe from the stock exhaust manifold and push aside.
3. Remove the starter, clutch linkage (if manual transmission), and stock exhaust manifold. On the 1975 LeMans, remove and discard the stock solenoid heat shield.
NOTE: Late models require the removal of the shift linkage, steering lock-out device, and chassis support rods.
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 header bolts, but do not tighten at this time.
6. Lower the engine and replace the center motor mount bolt. Early models may require adding spacers to raise the motor mount 1/4" to 1/2" for added header clearance of the crossmember.
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: It may be necessary to relocate the brake block slightly for adequate header clearance. Some modifications may require the removal or modifications of the splash pan.
10. Tighten all the header bolts evenly and replace the starter.
NOTE: On late models, modify and replace the shift linkage and steering lock-out device (**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.
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.
NOTE: If the clutch linkage clearance is a problem, bend according to **Figure E**.

RIGHT SIDE:

1. Remove the stock exhaust manifold. Remove the oil filter assembly from the block. On late models, remove and discard the chassis support rod.
2. Remove the center bolt from the motor mount and jack up the engine approximately 3". Place a board between the oil pan and jack.
3. 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.
4. Position the gasket and start the rear bolt on the center port.
5. Lower the engine and replace the motor mount bolt. Early models may require adding spacers to raise the motor mount 1/4" to 1/2" for added header clearance of the crossmember.
6. Place the slot in the flange over bolt and slide (to the rear) into position. Replace the oil filter.
7. Start all bolts (most restricted first) and tighten evenly.
NOTE: For models equipped with automatic transmissions, reconnect the cooler lines and check for adequate clearance. Reroute, as necessary.
NOTE: For additional clearance from the oil gauge sending unit, install a 45° adapter.

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.

8. To connect the collectors to your stock exhaust system, purchase Hooker Reducer kit (P/N 11030HKR).

NOTE: Finish the performance job your headers started by adding a Hooker Competition Dual Exhaust system. Large 2 1/4" diameter tubing is mandrel bent, not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow. Press bending will crush the pipe, easily reducing volume by more than 10%. Our dual exhaust system is perfect when used in conjunction with Hooker Competition Turbo (P/N 21005HKR).

9. 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.

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

11. Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: www.holley.com.

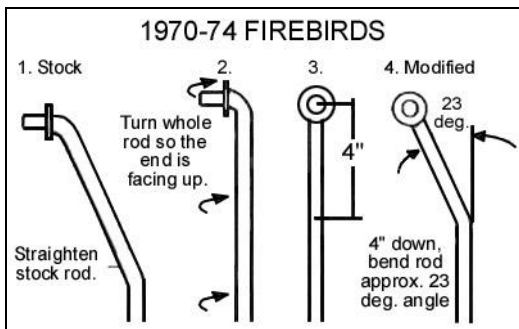


Figure A

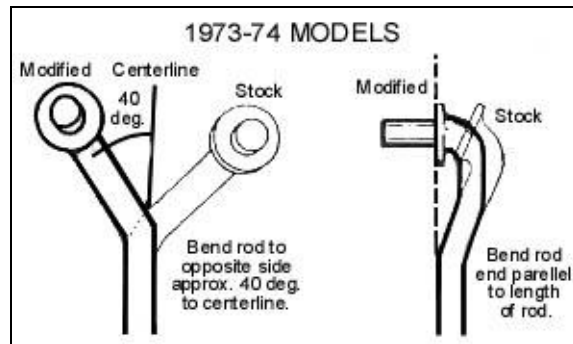


Figure B

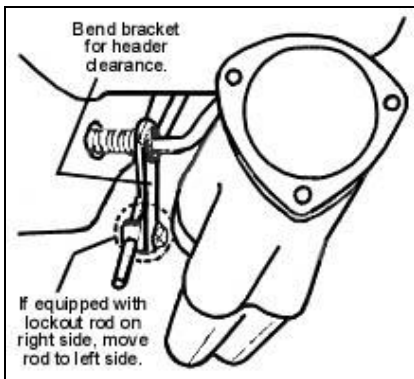


Figure C

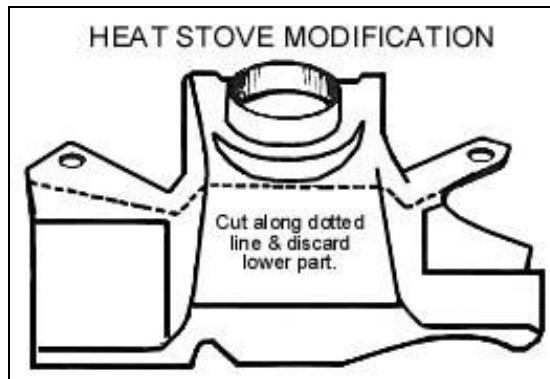


Figure D

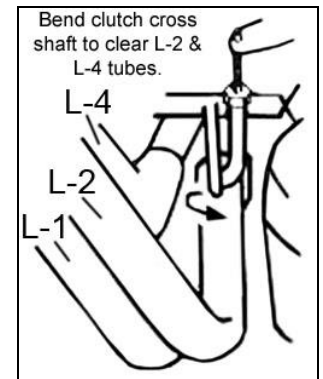


Figure E

LIMITATION OF LIABILITY – DISCLAIMER:

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOKKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOKKER™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

4901HKR

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