



P/N 4106HKR (painted) & 4106-1HKR (ceramic coated) SUPER COMPETITION PONTIAC HEADERS 1964-67 GTO / LE MANS / TEMPEST 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: Exhaust systems can also be fabricated using; Hooker Super Competition Aero Chamber mufflers, Maximum Flow mufflers, Super Competition turbo 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

RIGHT 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 stock exhaust manifold and entire oil filter assembly from the block.
4. Remove the center bolt from the motor mount.
5. Jack the engine up approximately 2 inches. Place a board between the oil pan and jack.
6. Starting from below, work the header up through the chassis into position. (Cars equipped with automatic transmissions may require cooler lines to be unbolted from the transmission and pushed aside).
7. Lower the engine and replace the motor mount bolt.

NOTE: On earlier model vehicles, it may be necessary to space motor mounts up $\frac{1}{4}$ " to $\frac{1}{2}$ " for added header clearance on the crossmember.

8. Place the gasket into position and start the rear bolt on the center port. Using the slotted hole, place the flange over the bolt and slide to the rear into position and start all bolts.
9. Tighten all bolts evenly. The bolt behind the #3 pipe can be tightened from under the car.
10. Remove the oil filter from the adapter. Install the adapter on the block and then install the oil filter to the adapter. Connect the transmission cooler lines, if removed. Make sure they do not come in contact with the header tubes.

NOTE: Check clearance between the upper "A" arm and the header (push down on front of car several times). If the header comes in contact with the "A" arm bolt, cut off the top of the bolt. If the header tubes come in contact with the upper "A" arm, then the "A" arm must be marked and trimmed as necessary to ensure adequate clearance.

LEFT SIDE:

1. Unbolt the headpipe from the stock exhaust manifold and push aside.
2. Remove the clutch linkage, starter, dipstick tube, and stock exhaust manifold.
3. Remove the center bolt from the motor mount and raise the engine about 2 inches.
4. Starting from below, work the header up through the chassis into position, lower engine, and replace center mount bolt.

5. Place the gasket into position and start the rear bolt on the center port. Using the slotted hole, place the flange over the bolt and slide to the rear into position and start the rear all bolts (most restricted first).

NOTE: A) The brake block on some models may require relocating from inside the frame to the top of the frame. Also, the splash pan may require alteration or removal (depending on year and model).
B) On some earlier model vehicles, it may be necessary to space the motor mounts up to ¼" to ½" for added header clearance.

6. Tighten all bolts evenly. The bolts behind the #3 pipe can be tightened from under the car.

7. Install the starter, clutch linkage, and dipstick tube.

NOTE: A) The battery cable to the starter must be relocated. We suggest routing it down along the side of the block to the starter (making sure the cable does not come in contact with the header tubes).
B) Check clearance between the upper "A" arm and the header (push down on front of car several times). If the header comes in contact with the "A" arm bolt, cut off the top of the bolt. If the header tubes come 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) Position the gasket and bolt the reducer to the collector, cut headpipe to correct length, and weld the reducer.
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-GOHOLLEY or 270-781-9741. For online help, please refer to the website: www.holley.com.

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.

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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.

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