



**P/N 9401HKR (Painted) & 9401-1HKR (Ceramic-Coated) COMPETITION HEADERS  
1972-80 Jeep CJ5, CJ6, & CJ7 (304-401)**

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:** Fenderwell exit

**NOTE:** Requires the purchase of 11030HKR Hooker Reducer Kit to connect headers to stock exhaust system.

**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 system.
2. Unbolt the stock headpipe at the exhaust manifold (both sides) and push aside.
3. Remove the spark plugs, stock cast iron manifold, dipstick tube, clutch linkage (manual transmissions), fenderwell brace, shift linkage (automatic transmission only), carbon canister, and bracket on firewall.
4. Cut wheel well as shown in **Figure A**.
5. Starting from below, work the header up through the chassis and into position over the exhaust ports. Install the flange gasket and start all bolts (most restricted first). Tighten all the bolts evenly.
6. Replace the spark plugs, dipstick tube, fender brace, clutch linkage, shift linkage (if removed), carbon canister, and bracket on firewall.

**RIGHT SIDE:**

1. Remove the spark plugs, stock cast iron manifold, and fenderwell brace.
2. Cut wheel well as shown in **Figure A**.
3. Starting from below, work the header up through the chassis and into position over the exhaust ports. Install the flange gasket and start all bolts (most restricted first). Tighten all the bolts evenly.
4. Replace the spark plugs and fenderwell brace.
5. Bolt reducer to collectors (both sides).

**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. Pressure bending will crush the pipe, easily reducing volume by more than 10%. Our dual system is perfect when used in conjunction with Hooker Super Competition Turbo P/N 21104HKR or Hooker Competition Turbo 21005HKR.

6. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute as necessary.
7. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

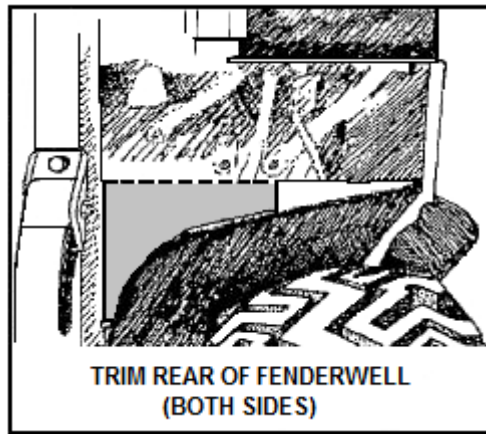


Figure A