



**7105HKR & 7105-1HKR  
72-74 GREMLIN X / 70-74 HORNET SC  
290-401 CID**

**NOTE:** This header will not fit the 1970 Hornet Automatic.

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 headers for your application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. 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.

**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 old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 or 1-866-GOHOLLEY for additional information regarding ceramic-coated exhaust products.

## **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 prior to installing headers, take the time to make a careful and complete inspection of both engine and transmission mounts. Replace them if they look worn or damaged, otherwise this may affect the header fitting into your vehicle properly.

## **INSTALLATION PROCEDURE – PLEASE READ CAREFULLY!**

### **LEFT SIDE**

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Disconnect the headpipes from the exhaust manifold and push aside.
3. Remove the spark plugs, oil dipstick tube, exhaust manifold, and clutch linkage, if the stock shift or shift linkage is automatic.
4. Starting from below, work the header up through the chassis into position and start the front header bolt only.
5. Reinstall the clutch linkage or shift linkage.
6. Remove the front header bolt, place gasket into position, and start all header bolts.
7. Tighten all bolts (most restricted first) and replace the spark plugs and dipstick tube.

### **RIGHT SIDE**

1. Remove the spark plugs, starter, automatic transmission dipstick tube (if applicable), and exhaust manifold.
2. Starting from below, work the header up through the chassis into position and without starting any of the header bolts, reinstall the starter.
3. Place the gasket into position and start all bolts in the main body of the header.
4. Starting from below, work the #4 header tube into the main body of the header. Reinstall the automatic transmission dipstick tube and start the header bolts.
5. Tighten all the bolts (most restricted first).
6. Reinstall the spark plugs and relocate the automatic transmission cooling lines to clear the header (if applicable).
7. To connect the collectors to the headpipes, purchase Hooker Header reducer kit P/N 11030HKR.

**NOTE:** A dual exhaust system can be fabricated using either the HOOKER competition turbo mufflers (21104HKR, 21105HKR, or 21106HKR), or the HOOKER competition turbo (21004HKR, 21005HKR, or 21006HKR), and universal tailpipe (16215HKR). A chrome universal side-mount muffler is also available (21037HKR).

## **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.

HOOKER Industries makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the states 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 nonconforming, 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 prohibit the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system unless exempted. Unless otherwise noted, HOOKER HEADERS have not received an exemption from these code sections and are not legal for sale or use in California on vehicles originally equipped with catalytic converters. It is illegal, except for racing vehicles, which may never be driven upon a highway, to remove or otherwise render inoperative any emission control device on regulated motor vehicles. Check catalog listings to ensure proper application. In the other 49 states, unless otherwise noted, HOOKER HEADERS are not legal for pollution controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.

**HOOKER TECHNICAL SUPPORT  
Toll-Free Phone: 1-866-GOHOLLEY  
Phone: 1-270-781-9741  
Fax: 1-270-781-9772**

**For online help, please refer to the Tech Service section of our website:  
[www.holley.com](http://www.holley.com)**

**7105HKR Instruction Sheet  
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