



9810HKR & 9810-1HKR Instruction Sheet

1955-71 Jeep CJ5, CJ6, & CJ7 – Chevy V8 (265-400 cid)

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.

PLEASE READ THOROUGHLY & CAREFULLY BEFORE BEGINNING INSTALLATION!

INSTALLATION PROCEDURE

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Remove the generator or alternator (if mounted on exhaust manifold), spark plugs, oil dipstick tube, and entire stock exhaust system. You may wish to remove the front wheels and tires for your convenience and ease of installation.
3. Use an air chisel, cutting torch, or saw to cut your fenderwells, as shown in Figures A & B, and a section of the splash-shield on the left side of the front of the firewall (see Figure C). Refer to Figures A & B for the locations and dimensions of the cuts.

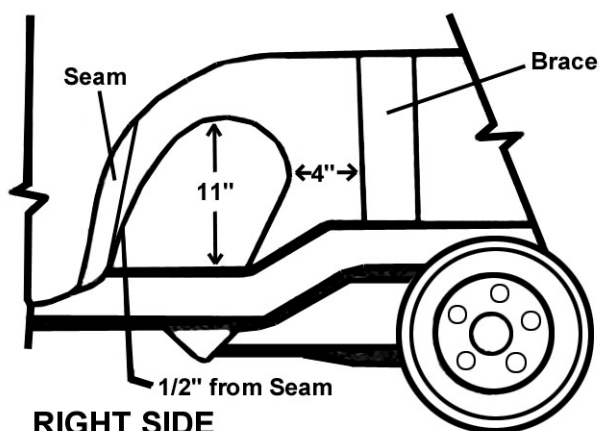
NOTE: The dimensions indicated are recommended figures to use as a starting point and may require alteration for your particular installation.

4. Work the header through the holes in the fenderwells into position. The installation will be easiest starting from below. Place the gaskets into position and start all header bolts (most restricted first).
5. Tighten all header bolts (most restricted first).
6. Reinstall the spark plugs, oil dipstick tube, and front wheels and tires (if removed). If the generator or alternator was mounted on the left exhaust manifold, use the bracket included with your headers to reinstall the generator or alternator on your engine. If the generator or alternator was mounted on the right exhaust manifold, purchase Hooker mounting bracket, P/N 10922HKR, to reinstall on the engine.

NOTE: If your generator or alternator mounting bracket does not align properly with the Hooker gen./alt. Bracket, refer to Figure D for parts required to properly mount your generator or alternator.

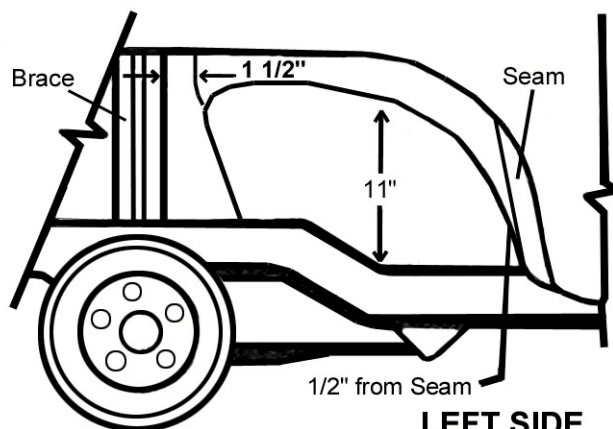
7. Fabricate or purchase wire looms to prevent the spark plug wires from coming into contact with the header tubes.
8. To connect the collectors to the headpipes, purchase HOOKER header reducer kit, P/N 11030HKR.

NOTE: For a complex maximum performance package, 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).



RIGHT SIDE

FIGURE A



LEFT SIDE

FIGURE B

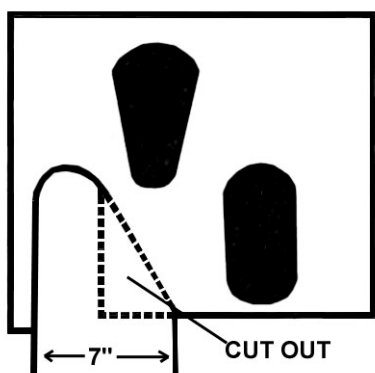


FIGURE C

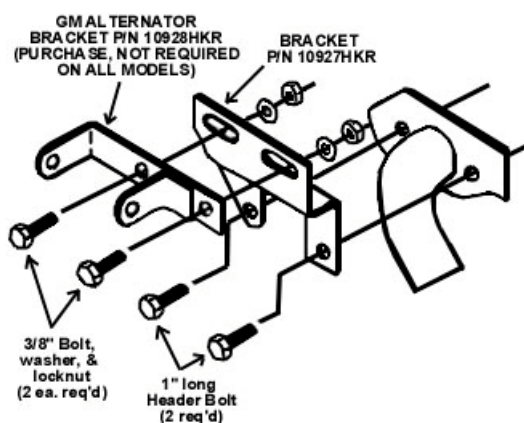


FIGURE D

9. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. When finished, give your car a test drive, checking for any new noises. After several days of driving, retighten all the bolts.

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.