



Hooker Truck Force Headers 9851HKR (Painted) & 9851-1HKR (Ceramic Coated) 1991-99 Jeep Wrangler (4.0L)

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!

HELPFUL HINTS FOR HEADER INSTALLATION AND MAINTENANCE:

1. Verify header part number with part number on box and invoice.
2. Unless otherwise noted, Hooker Headers are designed to fit with original equipment.
3. Heat wrapping header is not recommended, because it will prematurely fatigue the header.
4. We recommend high-temp silicone RTV red on both sides of the gaskets to further ensure a proper seal.
5. Headers that are subjected to extreme conditions such as mud, road salt, etc. should be cleaned on a regular basis to help prevent corrosion.
6. Special tools required: welding equipment - mig or gas.
7. Use anti-seize on header & Y-pipe bolts.

DISASSEMBLY:

1. Disconnect the negative battery cable.
2. Disconnect and remove the air supply tube between the air filter and throttle body.
3. Disconnect the throttle, cruise control, and transmission kick-down cables.
4. Disconnect all vacuum lines and wiring harnesses from the intake manifold (marking their locations for reference).
5. Use an air conditioning line disconnect spring coupling tool to disconnect and remove the fuel supply and return hose. (Lisle tool #3700 or Snap On tool # ACT 1370)
6. From beneath the vehicle, unbolt the head pipe from the stock exhaust header (2 bolt flange).
7. From beneath the vehicle, disconnect and remove the oxygen sensor.
8. Unbolt and remove the intake manifold and stock exhaust manifold.
9. Cut the stock head pipe 1/8" upstream exhaust pre header (beneath oil pan) and remove.

INSTALLATION:

1. Clean all the gasket mating surfaces on the intake manifold and cylinder head.
2. Bolt the new header and intake manifold into place using a gasket between mating surfaces and tighten bolts evenly across manifolds.
3. Bolt the supplied head pipe to the header using a gasket between the mating surfaces.
4. Weld the head pipe to the stock exhaust pipe just before pre cat.
5. Re-install the O2 sensor.
6. Re-install the vacuum hoses and wiring harness to the intake manifold.
7. Re-install the fuel supply and return hoses.
8. Re-install the throttle, cruise control, and transmission kick-down cables.
9. Re-install the air supply tube.
10. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance.
11. 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.

HOKKER 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, 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 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, HOKKER 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.

HOKKER TECHNICAL SUPPORT
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For online help, please refer to the Tech Service section of our website:
www.holley.com

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