



9820HKR & 9820-1HKR Instruction Sheet
1972-80 Jeep CJ5, CJ6, & CJU (304-401 cid)
1981 Scrambler (304 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!

LEFT SIDE

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Unbolt the stock headpipes at the exhaust manifolds (both sides) and push aside.
3. Remove the stock exhaust manifold, dipstick tube, spark plugs, and fenderwell brace. Remove the windshield washer reservoir.
4. Using a cutting torch, air chisel, or tin snips, modify the fenderwell, according to Figure A.

NOTE: On 1975 and 1976 models, you must remove the fender panels. See Figure B.

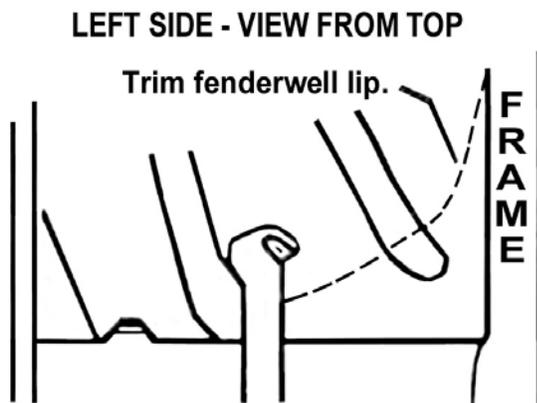


Figure A

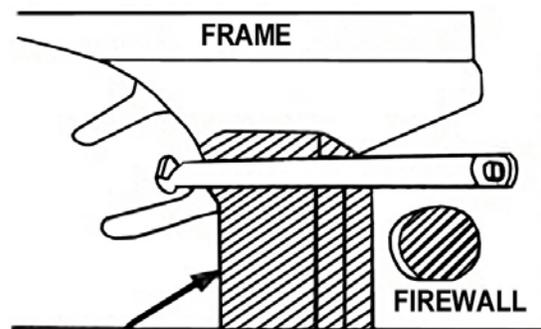


Figure B

- Remove the steering U-joint (1975 and 1976 models do not require removal). See Figure C.
- Starting from below, work the header up through the chassis into position over the exhaust ports. Insert the flange gasket between the header and the head. Start all header bolts (most restricted first). See Figure D.

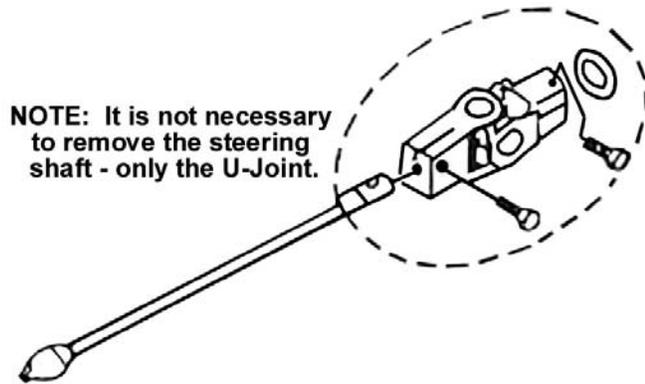


Figure C

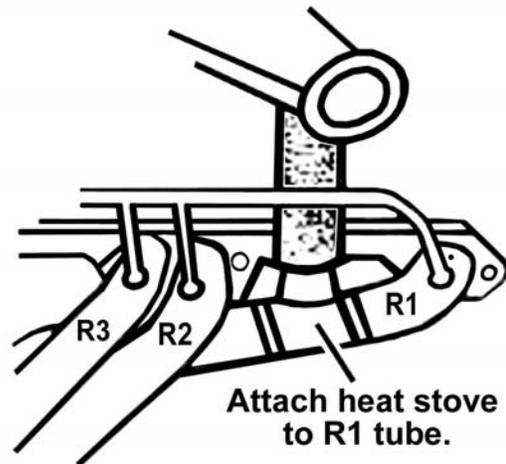


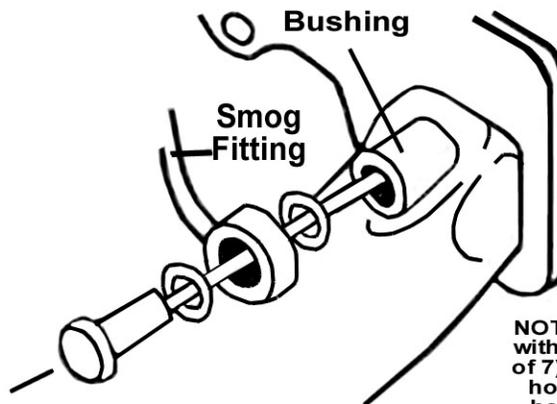
Figure D

NOTE: If equipped with a smog air pump, remove the injection tubes from the stock exhaust manifold and install in the bushings on the header. See Figure E.

NOTE: If there are 4 stock injection tubes on the left side (instead of 3), drill a 5/16" hole through the wall of the L4 header tube (inside of bushing), prior to installing the stock fittings.

- Tighten all header bolts evenly. 1979 and later models may require 5/16"-18-3/4" header bolts in 8 locations on the header flange (bolts included).
- Replace the spark plugs, dipstick tube, and steering shaft U-joint (if removed). Relocate the windshield washer reservoir.
- Replace the fenderwell brace. It will be necessary to drill a new hole in the fenderwell to attach the brace. Refer back to Figure A.

SMOG BUSHING INSTALLATION



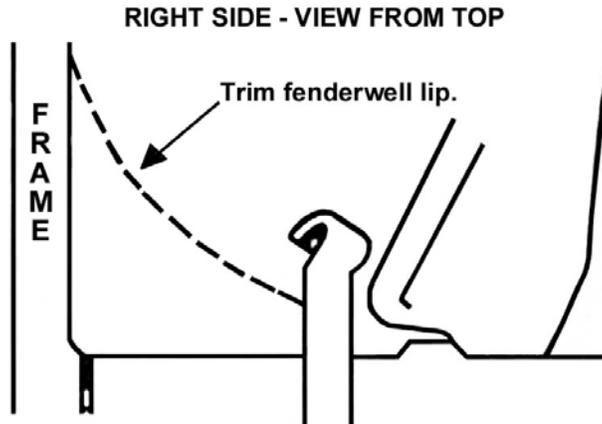
Remove the injection tubes from your stock exhaust manifolds and install in the header, as illustrated.

NOTE: If the engine is equipped with 8 air injection tubes (instead of 7), you will need to drill a 5/16" hole through the wall of the #4 header tube's left side (inside smog bushing), prior to installing the stock fittings.

Figure E

RIGHT SIDE

- Remove the stock exhaust manifold, spark plugs, battery, battery box, and fenderwell brace.
- Loosen the air cleaner. Rotate the neck towards the center of the engine.
- Using a cutting torch, air chisel, or tin snips, modify the fenderwell, according to Figure F.

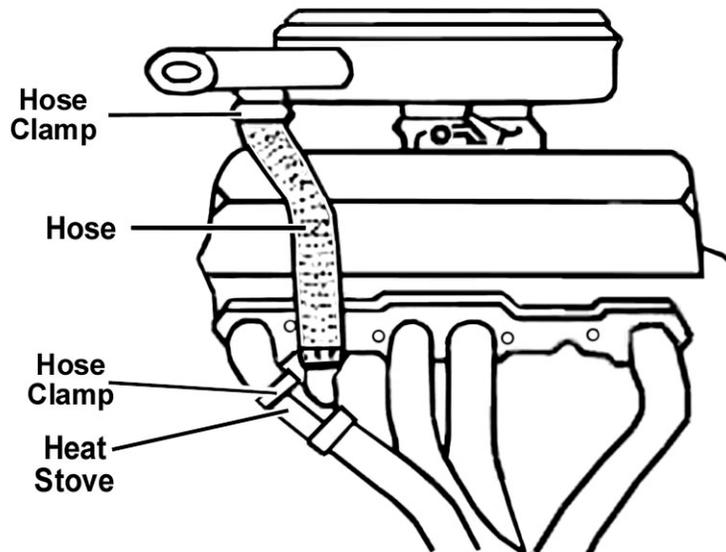


NOTE: On 1975 and 1976 models, you must remove the fender panels. Refer back to Figure B.

4. Starting from above, work the header down through the chassis into position over the exhaust ports. Insert the flange gasket between the header and the head. Start all header bolts (most restricted first). Please refer back to Figure D.

NOTE: If equipped with a smog air pump, remove the injection tubes from the stock exhaust manifold and install in the bushings on the header. Refer back to Figure E.

5. Tighten all header bolts evenly.
6. Replace the spark plugs, battery box, and battery (but do not connect yet).
7. Replace the fenderwell brace. It will be necessary to drill a new hole in fenderwell to attach the brace. See Figure F.
8. To retain heat to the carburetor, attach the purchased heat stove with hose clamps to the R1 pipe, as shown in Figure G.



9. Rotate the air cleaner to align the stock flex hose with the heat stove. Secure the flex hose with the hose clamps.
10. 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).

11. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance.

12. 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 prohibit 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
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**

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