



PART NO. 2226HKR (painted) & 2226-1HKR (ceramic)

SUPER COMPETITION ENGINE SWAP HEADERS

1982-92 Chevy Camaro (396-502)

1982-92 Pontiac Firebird, Trans Am – Chevy V8 (396-502)

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 HEADER exhaust system.

NOTE: This instruction sheet covers the installation of a Chevy big block V8 engine into a 1982-92 Camaro or Firebird / Trans Am and the installation of headers on the Camaro or Firebird / Trans Am equipped with a big block V8 engine.

NOTE: Headers will fit only if stock small block frame stands and motor mounts are used.

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

1. Disconnect the battery and remove the hood. Label and disconnect all wires, hoses, cables, etc.
2. Remove the fan shroud, radiator, stock engine, transmission, transmission crossmember, and exhaust system.
3. Remove the motor mounts from the small block engine and attach them to the big block engine.
4. Lower the big engine and transmission into the engine compartment as a unit. Align the motor mounts with the engine stands and start the bolts. Attach the transmission to the crossmember as follows:
 - 1) With a stock four or five speed transmission, use the stock Camaro trans mount and crossmember.
 - 2) With a Turbo 350 transmission, the stock Camaro trans mount and crossmember may be used, but a bracket must be fabricated to attach the torque arm to the transmission.
5. Install the drive shaft and connect the torque arm to the transmission.
6. Install the radiator and fan shroud.

NOTE: For adequate fan clearance, a short water pump (from a '76-69 big block engine) should be used.

7. Fabricate brackets to mount the air conditioner compressor and power steering pump when using a short water pump and late model compressor.
8. Connect all wires, hoses, cables, linkages, etc.
9. Tighten all bolts securely.
10. Install the headers, as per instructions.

LEFT SIDE

1. Remove the spark plugs, exhaust manifold, and oil filter.
2. Starting from below, work the header up and through the chassis into position.
3. With a friend holding the header in place, mark the pinch-weld seam area (weld bead) on the frame, just behind the left lower control arm. **See Figure 1.**
4. Remove the header and cut the pinch-seam for adequate header clearance.
5. Insert the header back into position. Install the gasket and all bolts (tightening them evenly).
6. Reinstall the oil filter and spark plugs.

RIGHT SIDE

1. Remove the spark plugs, exhaust manifold, dipstick tube, starter, and (if automatic transmission) transmission dust cover.
2. Starting from below, work the main section of the headers up and through the chassis into position and have a friend hold the header in place.
3. Insert the gasket and start all header bolts (most restricted first).
4. Install the dipstick tube and tighten all bolts evenly.
5. Install the starter, spark plugs, and transmission dust cover.

NOTE: A dual exhaust system can be fabricated using either Hooker Super Competition Turbo Mufflers #21104HKR, #21105HKR, or #21106HKR; Hooker Competition Turbos #21004HKR, #21005HKR, or #21006HKR and Universal Tailpipe #16215HKR.

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

Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: www.holley.com.

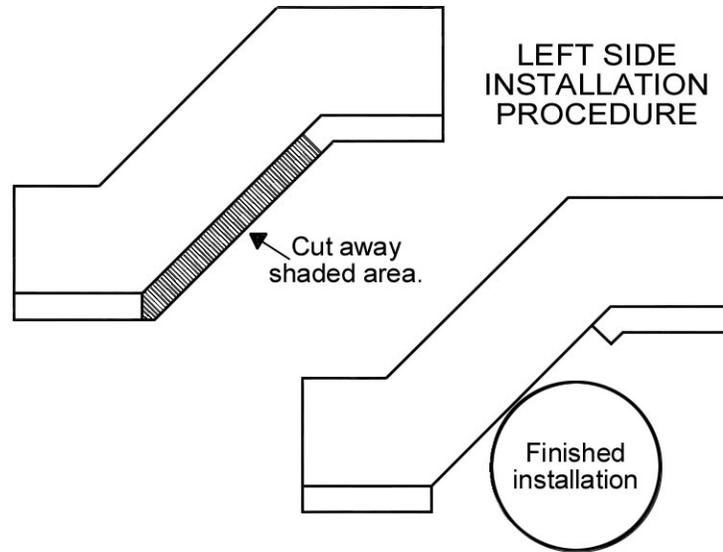


Figure 1

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 makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state 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 non-conforming, 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 to 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 the 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.

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Date: 1-24-05