



## PART NO. 2243HKR (black) & 2243-1HKR (ceramic) SUPER COMPETITION FULL LENGTH CAR HEADERS 1962-67 Chevy II / Nova (265-400)

**NOTE:** This header was designed to use the 153 tooth flywheel and stock starter. For use with the 168 tooth flywheel, the IMI starter P/N IMI-102 with 400 mounting block has been confirmed as fitting. IMI Performance Products – 1-888-2HI-TORK  
You may also use the **Powermaster mini starter, P/N 9500.** Powermaster Motorsports – 1-865-688-5953

**NOTE:** Installation requires AC bracket 10925HKR (left side) or 10926HKR (right side).

**NOTE:** Will fit with angle plug heads.

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.

**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**

#### **LEFT SIDE:**

1. Disconnect the battery to prevent any electrical system damage.
2. Unbolt the stock headpipes from the exhaust manifold and push aside.
3. Remove the alternator, spark plugs, exhaust manifold, dipstick tube, and transmission linkage.
4. Starting from below, work the main body of the header up through the chassis into position.
5. Position the gasket and start all bolts, except the front bolts. This is where your bolt-on alternator bracket is to be installed.
6. Tighten all bolts evenly (most restricted first).

**NOTE:** Remove the alternator bracket from the stock exhaust manifold. Bolt this bracket to the one on your header. If the bracket is cast iron, see Figure A for modification. The stamped steel bracket will not need any modification. Install the brackets, as shown in Figure B.

7. Reinstall the spark plugs, dipstick tube, alternator, and transmission linkage.

#### **RIGHT SIDE:**

1. Remove the exhaust manifold, spark plugs, starter, and air conditioning compressor (if equipped).
2. Starting from above, work the header down through the chassis into position. Place the gasket into position and start the bolt on the rear of the L-1 pipe. Install the header onto the slot and slide rearward. Start the remaining bolts (most restricted first).
3. Tighten all the bolts evenly.
4. Replace the starter and spark plugs.
5. To connect collectors to the headpipes, purchase Hooker reducer kit 11030HKR.

**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; Hooker Aero Chamber Muffler or Maximum Flow Muffler.

6. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, trans. cooler lines, and electrical wires have sufficient clearance. Reroute, as necessary.
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-GOOLLEY or 270-781-9741. For online help, please refer to the website: [www.holley.com](http://www.holley.com).

### **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.

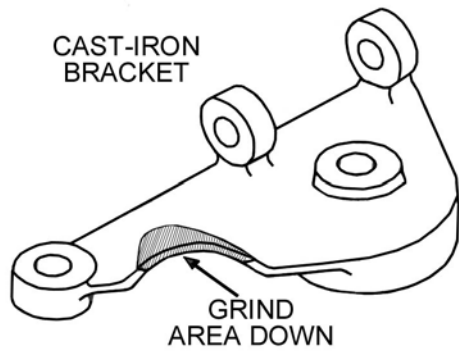
HOOKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate 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.

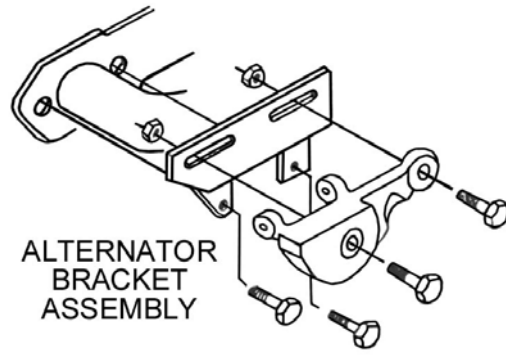
In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

#### **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. HOOKER 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, 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.



**Figure A**



**Figure B**