



**P/N 1115HKR (Ceramic-Coated)
SUPER COMPETITION FULL LENGTH CAR HEADERS
1986-87 Grand National, Regal T-Type (Stock Turbo Only)**

NOTE: Includes headers, cross-over pipe, and turbo exhaust inlet tube with provisions for an oxygen sensor.

NOTE: This design requires a Hooker turbo exhaust outlet tube to complete the system.

NOTE: To complete your exhaust system, purchase P/N 16810HKR exhaust kit; this includes Super Competition Turbo Mufflers.

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 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

1. Disconnect the battery. Remove the spark plugs, spark plug wires, dipstick tube, A/C brace, and alternator brace.
2. Remove the outlet pipe from the turbo to the catalytic converter.

RIGHT SIDE:

1. Remove the three nuts holding the stock exhaust header to the inlet side of the turbo.
2. Unbolt and remove the stock exhaust header from the top side of the vehicle.
3. Remove the starter.
4. Remove the oxygen sensor from the stock inlet pipe and install the fitting provided in the Hooker inlet pipe. Put a bead of red high temperature silicone around the three bolt flange.
5. From below, position the inlet pipe up into the car and out of the way.
6. From below, position the turbo outlet pipe into the car and out of the way.
7. From above, work the header into position. Apply small beads of silicone around the ports.
8. With the header in position, bolt the inlet pipe onto the turbo and plug in the oxygen sensor.
9. Install the bolts in the header, but do not tighten completely at this time.
10. Install and connect the starter.
11. Install the downpipe that you selected per the instructions above.

LEFT SIDE:

1. Unbolt and remove the stock exhaust header from above.
2. Using red high-temperature silicone, apply a bead around the ports on the header.
3. From below, work the header into position. Start all bolts using the stock studs on the upper bolt holes on the first two cylinders. Do not tighten completely at this time.
4. Install the cross-over pipe, connecting both header collectors and turbo inlet pipe. Move the pipe until it has sufficient clearance.
5. Tighten all bolts evenly, including all header bolts.
6. Reinstall the A/C and alternator braces and dipstick.

WARNING! Removal of catalytic converters and other factory air pollution control devices is illegal. We recommend you abide by the law. Our testing indicates performance is not significantly affected by these devices.

7. Install the spark plugs and plug wires (both sides).
8. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute as necessary.
9. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all 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.

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Date: 11-10-05

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, 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 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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