



P/N 2103HKR & 2103-1HKR
SUPER COMPETITION FULL LENGTH CAR HEADERS
1958-64 Chevy Passenger, Wagons – Full Size (265-400)

NOTE: Will fit heads with factory plug angle.

Thank you for choosing HOOKER HEADERS as your 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

LEFT SIDE:

1. Disconnect battery to prevent damage to the electrical system.
2. Unbolt headpipes from exhaust manifolds and cut in front of mufflers.
3. Remove spark plugs, dipstick tube, clutch linkage, oil filter, and generator/alternator.
4. Remove the center bolt from the motor mount and raise the engine about one inch (use a board between the oil pan and jack).
5. Starting from below, work the header up through the chassis into position. Lower the engine and replace the mount bolt.
6. Place the gasket into position and start all bolts.
7. Tighten all bolts.
8. Replace the clutch linkage, oil filter, dipstick tube, generator/alternator, and spark plugs.

NOTE: Cars equipped with column shift linkage may require modification to the bell crank (see **Figure 1**).

RIGHT SIDE:

1. Remove spark plugs, air conditioning compressor (if equipped), exhaust manifold, and starter.
2. Remove the center bolt from the motor mount and raise the engine about 2 inches.
3. Starting from below, work the header and starter up through the chassis. Lower the engine, replace the starter, and replace the motor mount bolt.
4. Place gasket into position and start all bolts.
5. Tighten all bolts.
6. To reinstall the air conditioning compressor, purchase Hooker bracket (10925HKR – left side; 10926HKR – right side).
7. 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 Hooker Super Competition Turbo Muffler 21105HKR or 21106HKR or Hooker Competition Turbo 21005HKR or 21106HKR.

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 for any new noises. After several days of driving, retighten all bolts.

Any questions? Please contact Technical Service: 1-866-GOHOLLEY (1-866-464-6553) or 270-781-9741. For online help, please refer to the website: www.holley.com.

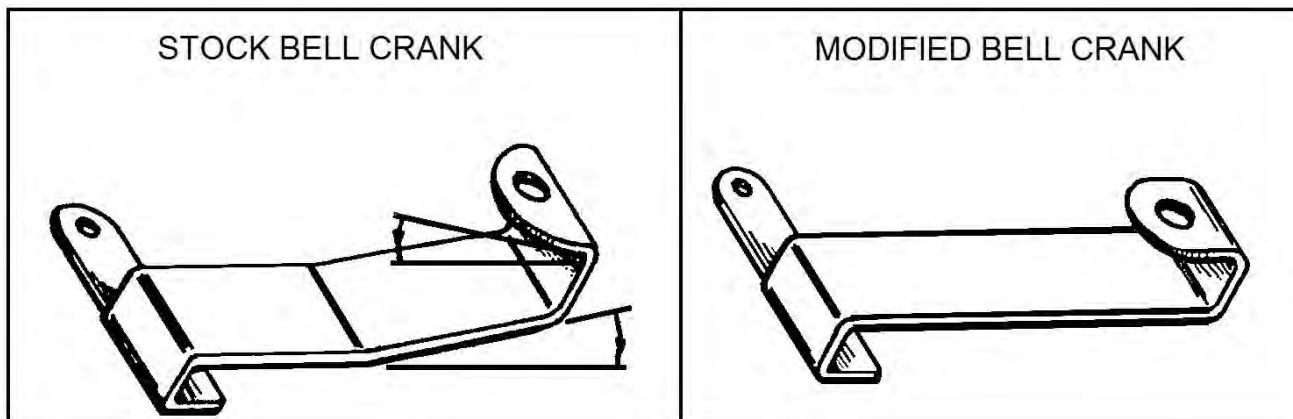


Figure 1

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, 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 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.