



SUPER COMPETITION FULL LENGTH CAR HEADERS

2225HKR (Coated 65-74 Corvette)

2225-1HKR (Stainless 65-74 Corvette)

(Originally equipped with BB Chevy engine)

SUPER COMPETITION ENGINE SWAP HEADERS

2225HKR (Coated 63-82 Corvette)

2225-1HKR (Stainless 63-82 Corvette)

(NOT originally equipped with BB Chevy engine)

NOTE FOR BOTH FULL LENGTH AND ENGINE SWAP: Use ARP 12-point head bolts.

NOTE FOR ENGINE SWAP HEADER ONLY: Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit.

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, may be time-consuming. However, as soon as you start your engine, 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 HEADERS.

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, so 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 damage to the electrical system.
2. Unbolt the headpipes from the stock exhaust manifolds and remove.
3. Remove the clutch linkage, spark plugs, exhaust manifold, splash pan, and remove (or trim) the tab that holds the splash panel on the floor boards.
4. Starting from below, work the head up through the chassis into position.
5. Place the gasket into position and start all bolts (most restricted first).
6. Tighten all bolts evenly.
7. Reinstall clutch linkage and spark plugs.

RIGHT SIDE

1. Remove the splash pan, spark plugs, exhaust manifold, and dipstick tube.
2. Starting from below, work the header up through the chassis into position.
3. Place the gasket into position and start all bolts (most restricted first).
4. Tighten all bolts evenly.
5. Reinstall the spark plugs and dipstick tube.

NOTE: A dual exhaust system can be fabricated using either Hooker Super Competition Turbo Mufflers (21105HKR or 21106HKR) or Hooker Competition Turbos (21005HKR or 21006HKR) and a universal tailpipe.

6. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.

7. When finished, give your car a test drive, checking carefully for any new noises. After several days 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.

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.

2225HKR

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