



## **P/N 2265HKR (painted), 2265-1HKR (ceramic coated), 2265-3HKR (Darkside), & 2265-4HKR (Titanium) SUPER COMPETITION ENGINE SWAP HEADERS**

**1968-72 Chevelle, Malibu, El Camino, Caballero, Sprint, & Wagons: 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 exhaust system.

**NOTE:** One tube each side over frame.

**NOTE:** Headers will fit their respective applications only if big block engine frame stands are used for the 1968-72 Chevelle application.

**NOTE:** Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit. 64-77 Chevelle versions are currently available from Original Parts Group.

**NOTE:** Use ARP 12-point head bolts.

**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 cable to prevent damage to the electrical system.
2. Remove the stock exhaust manifold and spark plugs.
3. Remove the clutch linkage, oil filter, and oil pressure sending unit.
4. Remove the center motor mount bolt, raise the motor (place a board between the pan and jack) about 2 inches. Remove the slip tube.
5. Starting from below, work the main body of the header up through the chassis.
6. Lower the engine and replace the center motor mount bolt.
7. Place the gasket into position and start all header bolts, but do not tighten.
8. Cut a hole in the fenderwell about 3" square behind the A-arm.
9. Install the L-4 pipe and start the bolts.
10. Tighten all bolts evenly.
11. Replace the spark plugs, clutch linkage, oil filter, and oil pressure sending unit.

#### **RIGHT SIDE:**

1. Remove the stock exhaust manifold and spark plugs.
2. Remove the starter and dipstick.
3. Remove the slip tube from the main body of the header and starter through the chassis. Install the starter.
4. Place the gasket into position between the flange and the head.
5. Start all bolts.
6. Cut a hole in the fenderwell about 3" square behind the A-arm.
7. Install the R-3 pipe and start the bolts.
8. Tighten all bolts evenly. Replace the dipstick.
9. Connect the collectors to the headpipes. Purchase Hooker Reducer kit 11035HKR.

**NOTE:** A dual exhaust system can be fabricated using either Hooker Super Competition Turbo Mufflers (P/N 21105HKR or 21106HKR); Hooker Competition Turbos (P/N 21004HKR, 21005HKR, or 21006HKR).

10. 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.
11. 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](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, prohibits 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.

**2265HKR**

**Date: 5-19-11**