PART NO. 2285HKR (Painted) & 2285-1HKR (Coated)
SUPER COMPETITION CHEVY HEADERS
67-69 Camaro & 68-72 Chevy II / Nova
(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.

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 avoid damage to the car's electrical system.
2. Unbolt the head pipes from stock exhaust manifold and push aside.
3. Remove the clutch linkage, oil filter, spark plugs and stock manifold.
4. On 69-70 std. transmission equipped cars, remove the bell crank and lower rod from transmission locking device.
5. Remove center motor mount bolt and raise engine about one inch.
6. Work the header through the chassis into position.
7. Lower the engine and replace the motor mount bolt.
8. Place gasket and all bolts into position.
9. Tighten all the bolts (most restricted first).
10. Replace clutch linkage, oil filter, and spark plugs.

RIGHT SIDE
1. Unbolt the head pipes from the stock exhaust manifold and push aside.
2. Remove spark plugs, stock exhaust manifold, and starter.
3. From the bottom, work the header through the chassis into position.
4. Place the gasket in position and start all bolts (most restricted first).
5. Re-install the starter and tighten all bolts (most restricted first).
6. To connect the headpipes to the collector, use special Hooker Header Reducer Kit No. 11035HKR.
   NOTE: A dual exhaust system can be fabricated using either Hooker Super Competition Turbo Mufflers #21104HKR, #21105HKR, or #21106HKR; Hooker Competition Turbos #21004, #21005 or #21006; and Universal Tailpipe #16215HKR.
7. Replace the spark plugs and connect the battery.
8. Start the engine and check for leaks. Check all electrical wires, brake lines, and fuel lines for adequate header clearance. Reroute as needed.

When finished, give your car a test drive checking carefully for any new noises. After several days driving, retighten all bolts.

NOTE: Big block engine frame stands and engine mounts must be used to insure proper fit of header. Frame stands and engine mounts available through (Rick's First Gen., 420 Athena Drive, Athens GA. 30601; phone #1-800-359-7717 or www.firstgen.com)

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.

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.