



## HOOKER COMPETITION EXHAUST SYSTEMS

P/N 16521HKR (header back)

1963-82 Corvette (265-400)

**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.

**NOTE:** Header dual system will not fit Turbo 400 applications.

**NOTE:** P/N 16521HKR was designed to be used with Hooker Competition P/N 2456HKR headers. If the dual exhaust is being installed with any header other than 16521HKR, some modifications will be required. Hooker Headers will not assume responsibility for fit or performance.

**NOTE:** Mufflers are not supplied with this exhaust system. Hooker Headers has designed this kit for use with Hooker Turbo mufflers P/N 21005HKR, 21105HKR, or any equivalent 2 1/4" I.D. inlet by 2 1/4" I.D. outlet single offset muffler. Glasspack mufflers may be used with slight modification.

### **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!** We recommend welding all pipe slip joints (headpipe to muffler, etc.). If no welding equipment is available at the time of installation, use the furnished clamps to secure the pipes until they can be welded.

### **INSTALLATION PROCEDURE – PLEASE READ CAREFULLY:**

1. Install headpipe extensions to collectors. Do not tighten.
2. Rotate extensions to get as much clearance around the hole in the crossmember. Drill a hole where the stock hanger was and use a sheet metal screw, washer, rubber hanger, and 2 1/4" U-clamps to bracket extensions to the crossmember.
3. Install the tailpipes, using 2 1/4" U-clamps. Do not tighten.
4. Install the mufflers. Roll the tailpipe up to get the mufflers as high as possible.
5. Install the muffler tips.
6. Remove the stock hangers and use the hole next to the muffler to bolt the 90° bracket, using the rubber grommets and the 2 1/4" U-clamps.
7. Make sure that all parts of the system are clear of frame members, all hoses, suspension, and brake lines. Starting at the collectors, tighten all connections. Make sure all parts are clear and will not leak or rattle.
8. Start the engine and check for leaks. Be sure that all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute as necessary.
9. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

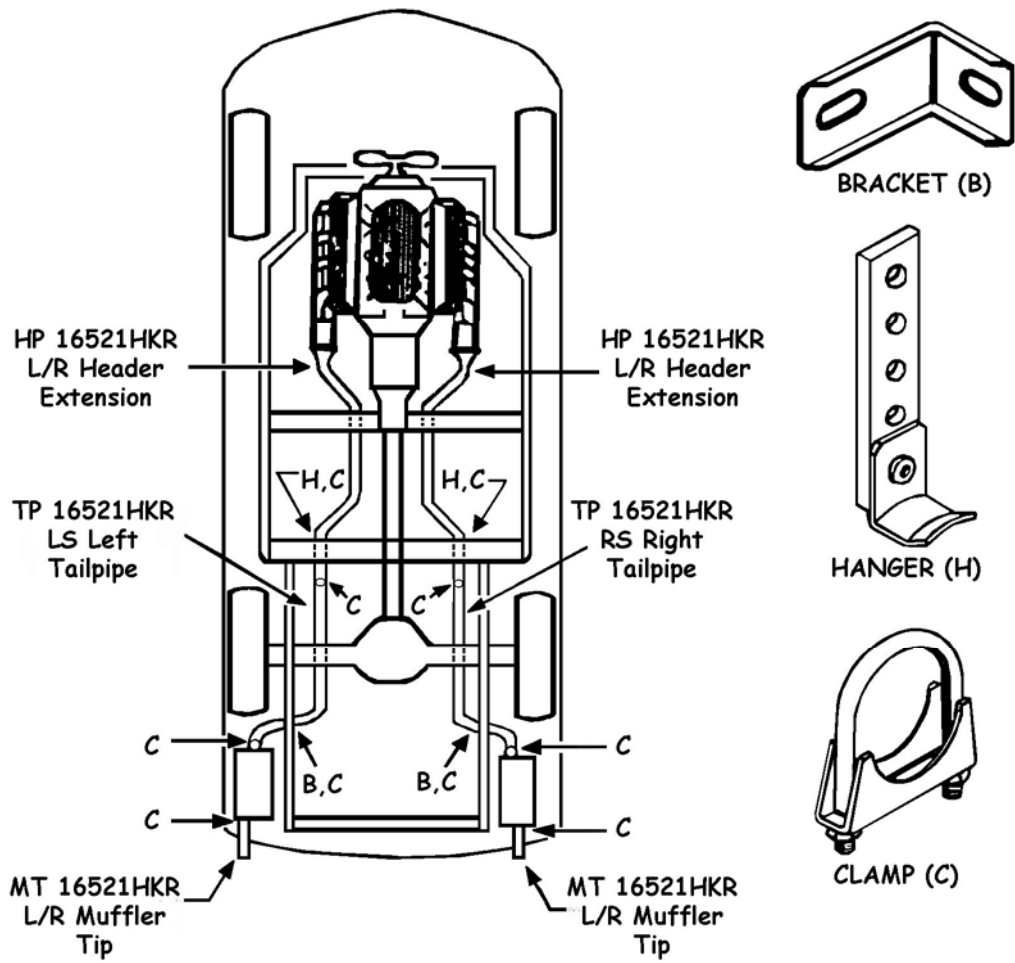


Figure A