



P/N 16810HKR
STREET FORCE CAT BACK SYSTEMS FOR CARS
1986-87 Grand National (Turbo) 231 V6
1986-87 Monte Carlo SS 305-350

NOTE: This system is designed to accommodate the factory supplied catalytic converter.

NOTE: A pipe is supplied with kit that can be used to replace the catalytic converter on racing vehicles using leaded fuel to prevent damage to the catalytic converter. It is illegal, except for racing vehicles, which may never be driven on the highway, to remove the catalytic converter.

NOTE: Hooker Headers designed this kit in conjunction with Hooker Headers Super Competition turbo mufflers (P/N 21106HKR) that will bolt to the factory four bolt catalytic converter outlet flange. Extensive dyno track and flow testing has allowed Hooker Headers to produce the finest turbo muffler available.

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 the installation, use the furnished clamps to secure the pipes until they can be welded.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

1. Starting at the rear of the catalytic converter, unbolt and remove the factory headpipes and balance of exhaust system. Save old hangers and bolts, as they may be useful later.
2. Install the new headpipe to the catalytic converter. Tighten only enough to hold in place.
3. Install the mufflers on the end of the headpipes. Put a clamp in place and snug up, but do not tighten. Over the front or rear of the mufflers, you will find a crossmember or some type of body mount that can be drilled to accept a 5/16" bolt and rubber hanger.
4. Install the tailpipes and center bump over the rear housing for maximum clearance.
5. As the tailpipe goes under the frame on its way out to the side of the vehicle, drill a new hole to bolt the 90° metal bracket and rubber grommets supplied. See **Figure A** for tailpipe location. The tailpipe exit has been finished to duplicate the factory appearance.
6. Make sure all parts of the system are clear of the frame members, all hoses, suspension, and brake lines. Starting at the exhaust manifolds, tighten all connections. Make sure all parts are clear and will not leak or rattle.
7. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

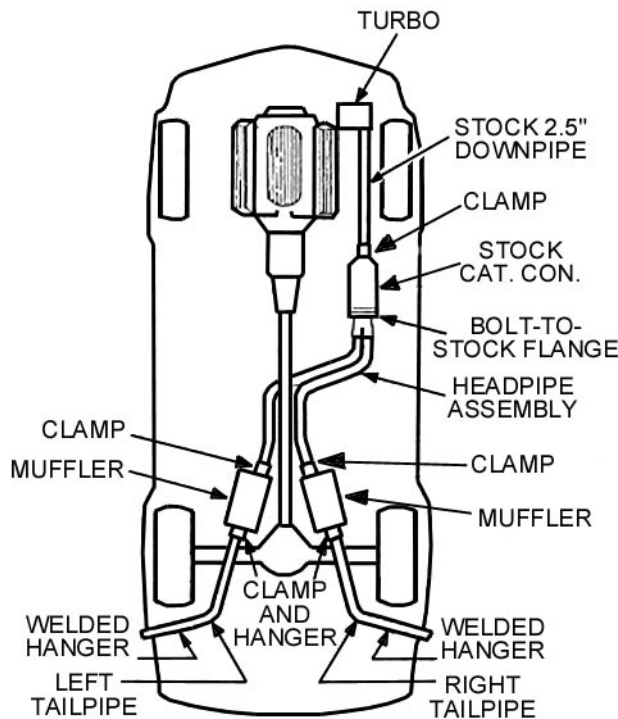


Figure A

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.

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