



P/N 2063HKR (Painted) & 2063-1HKR (Ceramic-Coated)
STREET FORCE CAR HEADERS
1994-96 Impala SS (350 LT-1)
C.A.R.B. E.O. D-164-5

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.

NOTE: Will fit heads with factory plug angle.

NOTE: Will not fit standard transmissions.

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.**

HELPFUL HINTS FOR HEADER INSTALLATION AND MAINTENANCE

1. Verify the header part number with the part number on the box and invoice.
2. Unless otherwise noted, Hooker Headers are designed to fit without modifying the header (denting, cutting). **DO NOT** modify the header.
3. Unless otherwise noted, Hooker headers are designed to fit with original equipment (i.e. oil pan, cylinder heads, mounts, bell housings, starters, etc.).
4. Motor mounts should be checked and/or replaced if 5 years or older, to re-establish the original motor location.
5. Loosening header bolts and repositioning the header can improve clearances.
6. When using Hooker headers, it is recommended to use Hooker gaskets for correct port match. When using other than the recommended Hooker gaskets, match the gaskets to the head ports for a good seal.
7. Heat wrapping is not recommended, because it will prematurely fatigue the header.
8. On vehicles that are stored for extended periods, we recommend the car being parked over plastic. This will help keep moisture off the exhaust system.
9. Headers that are subject to extreme conditions (mud, road salt, etc.) should be cleaned regularly to prevent excessive corrosion.

DISASSEMBLY & INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

1. Disconnect the negative battery cable to prevent damage to the electrical system.
2. Starting with the left side (driver's side), remove the three bolts on the inlet flange on the catalytic converter.
3. On the right side (passenger's side), remove the three bolts on the inlet flange on the catalytic converter.
4. Remove the oxygen sensor on the passenger's side only.
5. Remove the counter-balance weight bracket and remove the catalytic converter section.
6. From above on the right side, remove the alternator brackets, electrical connector, and the drive belt from alternator pulley.
7. Remove the plastic A.I.R. plenum.

LEFT SIDE:

1. Disconnect the A.I.R. assembly from the stock manifold.
2. Remove the manifold bolts.
3. Carefully, remove the manifold from the top.
4. Install the header gasket and header bolt (3/8" x 16 x 1") in the fourth bolt hole from the front cylinder.
5. Install the header, leaving all the header bolts loose. **NOTE: Header is slotted for easy installation from above.**
6. From below, start the 7/16" x 14 x 1 1/12" bolts in the catalytic converter and header.
7. From above, install the check valve to the header and O.E.M. fitting.
8. Tighten the header bolts, and then tighten the collector bolts.

RIGHT SIDE:

1. Disconnect the A.I.R. fitting from the stock manifold.
2. Disconnect the EGR fitting in the lower portion of the stock manifold. **NOTE: Header hose brackets need to be loose to disconnect this.**
3. Remove the manifold bolts and carefully remove the manifold from above.
4. Remove the heater hoses from the heater core at the firewall and trim approximately 1". Reinstall the hoses and push all the way to the firewall and clamp.
5. Install the header gasket & 3/8" x 16 x 1" bolts in the catalytic converter and header. **NOTE: Unbolting the windshield wiper motor (without removing) will give extra clearance.**

6. Install the header. Leave all header bolts loose. **NOTE: Header is slotted for easy installation from the top.**
7. From underneath, start the 7/16" x 14 x 1 1/2" bolts in the catalytic converter and header.
8. Use a sensor-safe RTV sealant (Permatex® Ultra Copper® or equivalent) and a 1/4" bolt and nut to install the EGR pipe on the collector.
9. Install the bolt and header hose / transmission dipstick to the rear of the cylinder head.
10. Install the check valve to the header and O.E.M. fitting. Trimming the hose on the right side is required.
11. Install the header bolts, reusing the bolt for the front alternator bracket only.
12. Tighten the header and collector bolts.
13. Install the alternator, front bracket, connector, and drive belt. **NOTE: Long alternator bracket will not be used.**
14. Tighten the alternator bracket. **NOTE: Dipstick doesn't have to be removed. Bend it toward the valve cover.**

FINAL INSPECTION:

1. Check all hydraulic, vacuum, and fuel lines to ensure there is adequate clearance for the header. **NOTE: Use tie-wraps on components.**
2. Reconnect the battery.
3. At this point, it is a good idea to look over everything and make sure that nothing was missed in assembly.
4. Connect the battery, start the engine, bring up to normal operating temperature, and check for any leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
5. Turn engine off, let it cool, and tighten all bolts again.
6. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.