

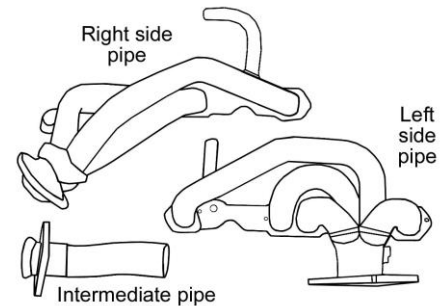


P/N 2064HKR (painted) & 2064-1HKR (ceramic coated)
SUPER COMPETITION EMISSION-COMPATIBLE HEADERS
1995-97 Camaro / Firebird 350 LT-1
C.A.R.B. E.O. D-164-5

NOTE: WILL FIT WITH ANGLE PLUG HEADS.

NOTE: This tuned shorty-style header and crossover pipe is designed to be a direct replacement for the stock manifolds and crossover pipe by General Motors and is exempted from the prohibition of Section 27156 of the California Vehicle Code. (C.A.R.B. E.O. D-164-5)

NOTE: This header was carefully designed to accept all existing emission hardware. This only fits 1995 model year vehicles with dual cats and 3-bolt per outlet manifolds. In order to install our high-flow crossover pipe, it will be necessary to cut and remove the factory crossover from the catalytic converter and weld the provided inlet ring to the catalytic converter to line up with the crossover pipe.



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.**

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. 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.
5. Heat wrapping is not recommended, because it will prematurely fatigue the header.
6. Headers that are subject to extreme conditions (mud, road salt, etc.) should be cleaned regularly to prevent corrosion.
7. When installing headers, use anti-seize on header bolts and Y-pipe bolts.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

1. Disconnect the battery.
2. Raise the car and support it with jack stands.
3. Disconnect and remove the four (4) oxygen sensors. Mark them for their locations, so they may be reinstalled in their proper location accordingly.
4. Remove the driveshaft safety brace. Remove the Y-pipe from the vehicle.

DISASSEMBLY OF THE LEFT SIDE:

1. From below, remove the left side catalytic converter.
2. Disconnect and remove the left side A.I.R. (air injector reactor) tube assembly.
3. Disconnect the spark plug wires and remove the spark plugs.
4. Remove the left side exhaust manifold. The engine will need to be dismantled and lifted approximately 2", while removing the exhaust manifold from the vehicle.

DISASSEMBLY OF THE RIGHT SIDE:

1. Disconnect and remove the right side A.I.R. tube assembly.
2. Unbolt and remove the oil dipstick.
3. Remove the alternator for easy access to the exhaust manifold bolts.
4. Disconnect and remove the spark plug wires.
5. Disconnect the EGR tube from below. DO NOT TRY TO REMOVE THE TUBE.
6. Remove the spark plugs.
7. Remove the right side exhaust manifold. The engine will need to be dismantled and lifted approximately 2", while removing the exhaust manifold from the vehicle.

ASSEMBLY OF THE LEFT SIDE WITH HEADER:

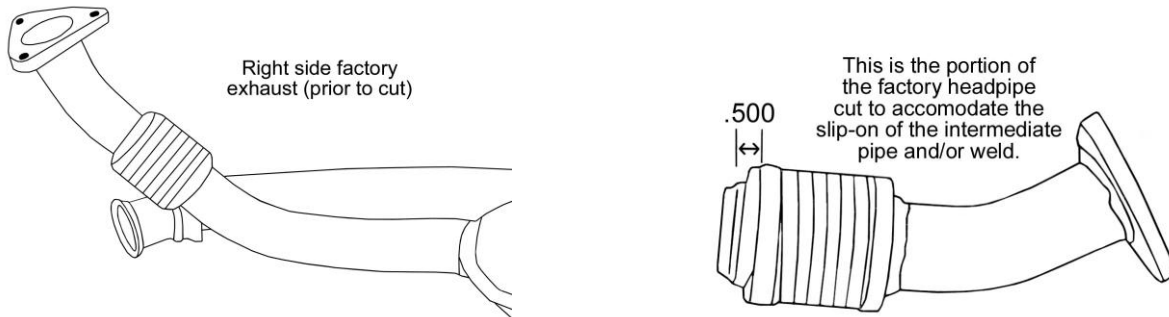
1. Insert the left side header through the chassis from below. The engine will need to be dismantled and lifted approximately 2", while inserting the exhaust manifold in the vehicle.
2. From above, install the gasket.
3. Start all the header bolts prior to tightening. Use the supplied 3/8"-16 exhaust header bolts. Evenly tighten all the header bolts to 0-25 ft./lbs. Take caution not to strip the threads. DO NOT OVERTIGHTEN.

4. Reinstall the spark plugs and tighten.
5. Reinstall the spark plug wires, making sure to use the factory heat shields for the spark plugs. Check to ensure that they do not contact the header.
6. Reinstall the oxygen sensor and reconnect the electrical plug.
7. Mount the left side catalytic converter to the header, using the proper gasket supplied.
8. Reinstall the left side A.I.R. tube assembly.

ASSEMBLY OF THE RIGHT SIDE WITH HEADER:

1. Insert the right side header through the chassis from below. The engine will need to be dismantled and lifted approximately 2", while inserting the exhaust manifold in the vehicle.
2. From above, install the gasket.
3. Start all the header bolts prior to tightening. Use the supplied 3/8"-16 exhaust header bolts. Evenly tighten all the header bolts to 0-25 ft./lbs. Take caution not to strip the threads. **DO NOT OVERTIGHTEN.**
4. Reinstall the spark plugs and tighten.
5. Reinstall the spark plug wires, making sure to use the factory heat shields for the spark plugs. Check to ensure that they do not contact the header.
6. Reattach the EGR tube by reinstalling the one (1) 5/16" bolt with nut through the EGR plate.
7. Reinstall the dipstick and tighten the retainer bolts.
8. Reinstall the right side A.I.R. tube assembly.

NOTE: The factory Y-pipe requires cutting. Make the cut 1/2" below the bottom of the bellow case (flex connection). Make sure not to get any debris inside the pipe onto the ceramic brick in the converter.



9. Attach the intermediate exhaust pipe (supplied with header) to the header, leaving it loose to rotate.
10. Install the cut factory Y-pipe with the supplied T-bolt clamp, while inserting the cut section into the intermediate pipe. Rotate for proper alignment prior to tightening all the bolts to locate the Y-pipe properly.
11. Tighten all the bolts to the factory Y-pipe. Tighten the T-bolt clamp. Welding this join is an option that is recommended.

PRIOR TO FINISHING CHECK LIST:

1. Inspect the steering shaft for proper installation. Check to ensure that no wires come in contact with the headers.
2. Check to ensure that no head shields come in contact with the headers. Check to ensure that all emission A.I.R. hoses are clamped properly. Check to ensure that any and all electrical connections are reconnected.
3. Check to ensure that all oxygen sensor wires are looped and secured in a non-used and non-heated cavity or pocket. Reconnect the battery. Start the car and check for leaks.