



P/N 2102HKR (Black), 2102-1HKR (Ceramic), 2102-3HKR (Darkside), & 2102-4HKR (Titanium)
SUPER COMPETITION FULL LENGTH CAR HEADERS
1955-57 Chevy Passenger, Wagons – Full Size (265-400)

NOTE: Will fit with factory plug angle.

NOTE: Fenderwell exit

NOTE: Will not accommodate 605 gear box.

Thank you for choosing HOOKER HEADERS as your 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

BOTH SIDES:

1. Disconnect battery to prevent damage to the electrical system.
2. Disconnect the headpipe from the exhaust manifold and push aside.
3. Remove the spark plugs and generator.
4. Using an air chisel or cutting torch, cut your fender panes as follows:
 - A. Start holes in back of the “A” frame holes and angle back and up until you are in line with the #3 port. This will be about 17” up from the frame. Now, cut back toward the firewall. To get the headers all the way up, you may have to cut a little more at the top.
 - B. On 1955 Chevys, you will have to push the fender panels back toward the floor boards. This is right back of tires in line with the collectors.
5. Work headers in over tires into holes in fender panels from outside the car. Work headers into position over the exhaust ports.
6. Start first and last header flange bolts.
7. Place gaskets into position between the header flange and exhaust ports.
8. Start all remaining bolts.
9. Tighten all bolts evenly.
10. Replace the generator and spark plugs.

NOTE: If generator is mounted on left side, use furnished Hooker bracket to re-install. See Figure 1.

11. To connect the collectors to the headpipes, purchase Hooker Header reducer kit, P/N 11030HKR.

NOTE: A dual exhaust system can be fabricated using Hooker Competition Turbo 21005HKR or 21006HKR and a universal tailpipe.

12. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute, as necessary.

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

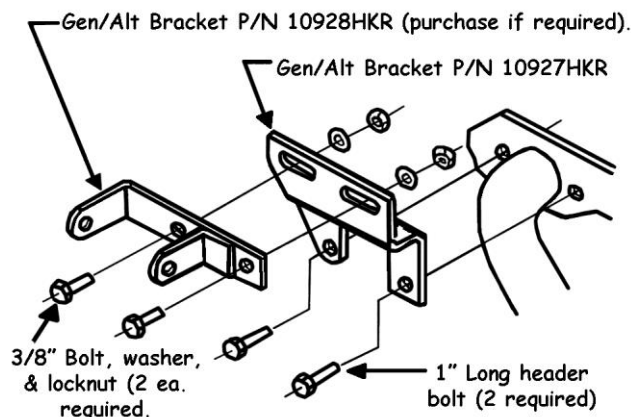


Figure 1