



P/N 2103HKR & 2103-1HKR
SUPER COMPETITION FULL LENGTH CAR HEADERS
1958-64 Chevy Passenger, Wagons – Full Size (265-400)

NOTE: Will fit heads with factory plug angle.

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

LEFT SIDE:

1. Disconnect battery to prevent damage to the electrical system.
2. Unbolt headpipes from exhaust manifolds and cut in front of mufflers.
3. Remove spark plugs, dipstick tube, clutch linkage, oil filter, and generator/alternator.
4. Remove the center bolt from the motor mount and raise the engine about one inch (use a board between the oil pan and jack).
5. Starting from below, work the header up through the chassis into position. Lower the engine and replace the mount bolt.
6. Place the gasket into position and start all bolts.
7. Tighten all bolts.
8. Replace the clutch linkage, oil filter, dipstick tube, generator/alternator, and spark plugs.

NOTE: Cars equipped with column shift linkage may require modification to the bell crank (see **Figure 1**).

RIGHT SIDE:

1. Remove spark plugs, air conditioning compressor (if equipped), exhaust manifold, and starter.
2. Remove the center bolt from the motor mount and raise the engine about 2 inches.
3. Starting from below, work the header and starter up through the chassis. Lower the engine, replace the starter, and replace the motor mount bolt.
4. Place gasket into position and start all bolts.
5. Tighten all bolts.
6. To reinstall the air conditioning compressor, purchase Hooker bracket (10925HKR – left side; 10926HKR – right side).
7. To connect the collectors to the headpipes, purchase Hooker Header reducer kit, P/N 11030HKR.

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

8. 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.
9. When finished, give your vehicle a test drive, checking for any new noises. After several days of driving, retighten all bolts.

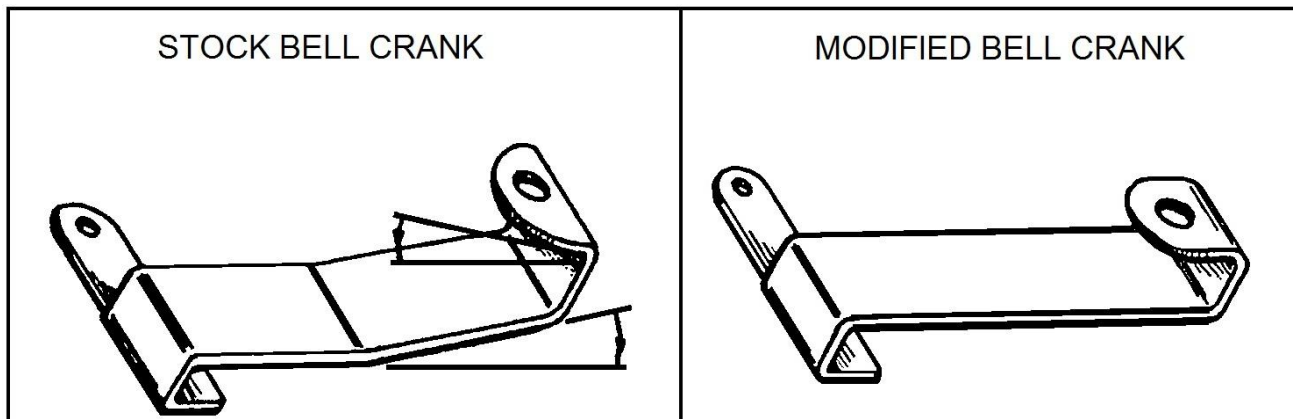


Figure 1