



Super Competition Full Length Car Headers
2116HKR (Black), 2116-1HKR (Ceramic), 2116-3HKR (Darkside), & 2116-4HKR (Titanium)
1964-75 Chevelle, Malibu, El Camino/Caballero, Sprint, & Wagons (265-400)
1974 Passenger & Wagons (265-400)

All Models Listed Notes:

NOTE: Will fit with angle plug heads.

NOTE: Does not fit with 168 tooth flywheel.

NOTE: Will fit with 168 tooth flywheel if used with Powermaster® mini starter P/N 9500.

Chevelle, Malibu, El Camino/Caballero, Sprint & Wagons Notes:

NOTE: This header will fit with factory air conditioning on 64-67 Chevelle and El Caminos.

NOTE: Will not fit kickout style oil pan.

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 headers for your application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. 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.

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 prior to installing headers, take the time to make a careful and complete inspection of both engine and transmission mounts. Replace them if they look worn or damaged, otherwise this may affect the header fitting into your vehicle properly.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY!

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Unbolt the stock headpipes from the stock exhaust manifold and push aside.
3. Remove the spark plugs, alternator, exhaust manifold, dipstick tube, oil filter, clutch linkage, cross-shaft, and transmission locking device (if equipped). Remove the air conditioning compressor (if equipped).
4. Remove the center motor mount bolt and raise the engine about one inch. Use a board between the pan and the jack.
5. Starting from below, work the header up through the chassis into position. Lower the engine and replace the motor mount bolt.

NOTE: It may be necessary to bend or remove the frame support rod for adequate header clearance (**Figure A**).

NOTE: Column automatics – If shift linkage contacts the header tubes, bend for adequate clearance (**Figure B**).

NOTE: Stick shift El Caminos – Turn the clutch linkage rod around (if extra clearance is needed) and insert from the inside (**Figure C**).

6. Place the gasket into position and start all bolts (most restricted first).
7. Tighten all bolts evenly (most restricted first).
8. Reinstall the oil filter, clutch linkage, cross-shaft, dipstick tube, alternator, and spark plugs.

NOTE: If the alternator was mounted on the exhaust manifold, use the furnished Hooker bracket to remount (**Figure D**).

9. To remount the air conditioning compressor (passenger/wagon), purchase Hooker bracket P/N 10925HKR.

RIGHT SIDE:

1. Remove the starter, spark plugs, and exhaust manifold. Remove air conditioning compressor (if equipped).
2. Starting from below, work the header and the starter up through the chassis into position. With the header loose, install the starter.

NOTE: Some Chevelle models may require the engine to be raised to install the starter. Use a board between the pan and the jack.

NOTE: It may be necessary to bend or remove the frame support rod for adequate header clearance (**Figure A**).

3. Place the gasket into position and start all bolts (most restricted first).
4. Tighten all the bolts evenly (most restricted first). Replace the spark plugs.
5. To remount the air conditioning compressor (passenger/wagon), purchase Hooker bracket P/N 10926HKR.
6. To connect the collectors to the headpipes, purchase Hooker reducer kit, P/N 11030HKR.

NOTE: A dual exhaust system can be fabricated using the HOOKER comp turbo mufflers (21005HKR or 21006HKR).

7. Connect the battery, start the engine, and check for leaks. Make sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute, as necessary.
8. When finished, give your car a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

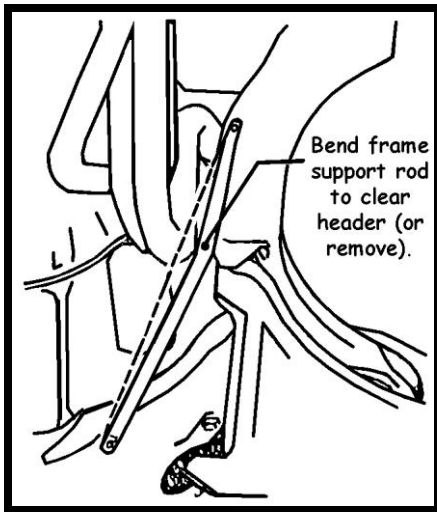


Figure A

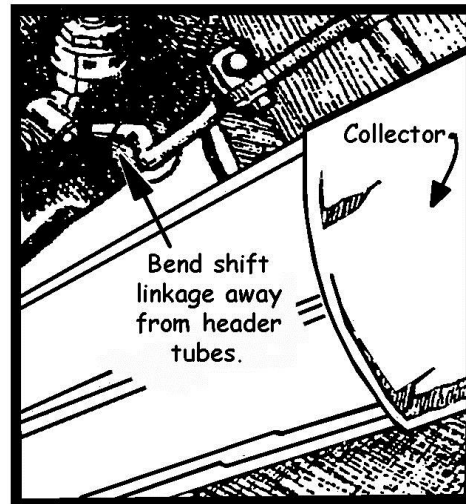


Figure B

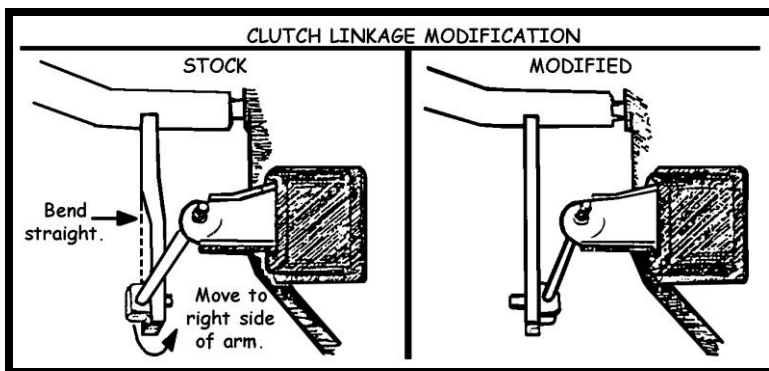


Figure C

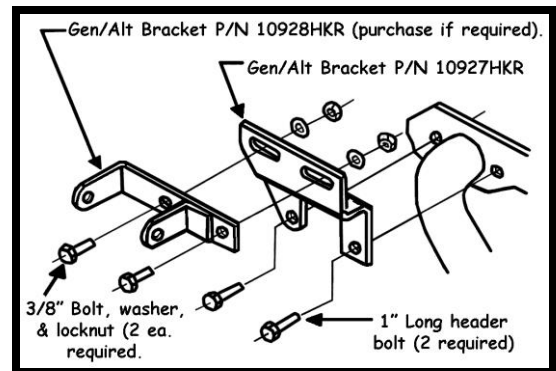


Figure D