



Super Competition Full Length Car Headers
2117HKR (Black), 2117-1HKR (Ceramic), 2117-3HKR (Darkside), & 2117-4HKR (Titanium)
1970-81 Camaro • 1975-79 Chevy II & Nova (265-400)
1978-81 Firebird & Trans Am • 1977-79 Ventura, Phoenix, & (74) GTO (265-400CH)

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 headpipe from the stock exhaust manifold and push aside.
3. Remove oil filter, clutch linkage, spark plugs, exhaust manifold, and dipstick tube (1976 & 1980 models do not require oil filter removal).
4. Starting from below, work the header up through the chassis into position.
5. Place the gasket into position and start all bolts (most restricted first).

NOTE: Vehicles equipped with power steering require the installation of the furnished spacer (**Figure A**).

6. Tighten all bolts evenly (most restricted first).
7. Reinstall the clutch linkage, oil filter, dipstick tube, and spark plugs.

RIGHT SIDE:

1. Unbolt the headpipe from the stock exhaust manifold and push aside.
2. Remove the starter, spark plugs, and exhaust manifold.
3. Remove the center bolt from motor mount and raise the engine about 2 inches. Place a board between the pan and the jack (1976 & 1980 models do not require that the engine be jacked up).
4. Starting from below, work the header and the starter up through the chassis into position at the same time. About halfway, install the starter.
5. Lower the engine and replace the motor mount bolt.
6. Place the gasket into position and start all bolts (most restricted first).
7. Tighten all the bolts evenly (most restricted first).
8. 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).

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

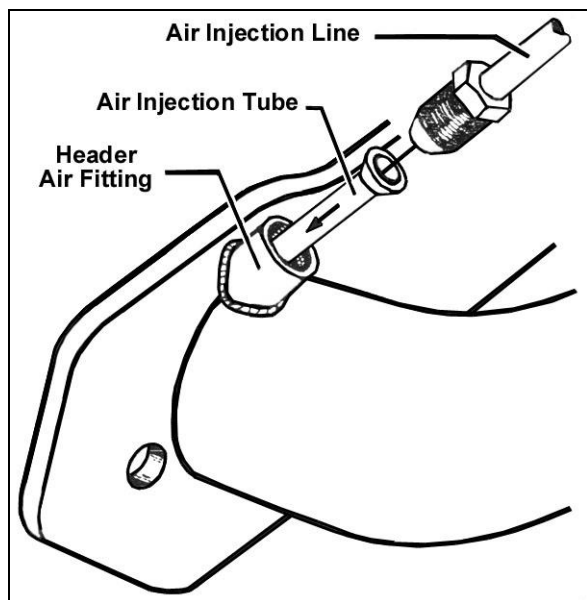


Figure A

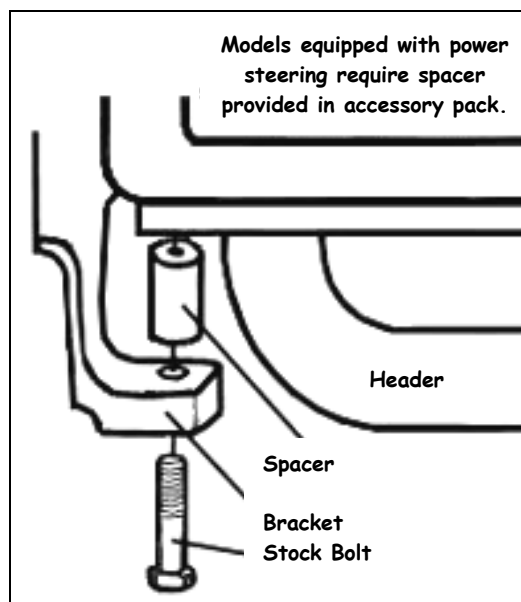


Figure B