



SUPER COMPETITION FULL LENGTH CAR HEADERS
2129HKR (Coated 75-79 Skyhawk – Chevy V8 & 71-80 Monza, Vega – Chevy V8)
2129-1HKR (Stainless 75-79 Skyhawk – Chevy V8 & 71-80 Monza, Vega – Chevy V8)
(Originally equipped with BB Chevy engine)

SUPER COMPETITION ENGINE SWAP HEADERS
2129HKR (Coated 75-79 Starfire – Chevy V8)
2129-1HKR (Stainless 75-79 Starfire – Chevy V8))
(NOT originally equipped with BB Chevy engine)

NOTE: One tube each side over frame.

NOTE: Will accommodate all emission control devices (i.e. EGR and air pump fittings).

NOTE: This header cannot be installed by using the stock location side motor mounts. This header requires:

- 1971-74 installation kit #12601HKR, which consists of front and rear motor mounts.
- 1975-80 front motor mounts #12608HKR.
- All require any 1967-77 Camaro rubber transmission mount which fits your particular transmission.

NOTE: Will fit heads with factory plug angle.

NOTE: Will not fit fast iron powerglide. Will not fit with power steering, power brakes, or air conditioning.

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, may be time-consuming. However, as soon as you start your engine, 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 HEADERS.

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, so 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 the battery to prevent damage to the electrical system. Remove spark plugs.
2. Examine oil filter. Blocks originally set up for replacement element filter must change to remote filter set up. (Even shortest filter, when combined with screw on adapter is too long to clear header). Blocks originally set up for screw on (throw away) filter may use short filter (AC #PF25 or equivalent), but remote filter will require maintenance
3. Position the flange gasket. Starting from under the chassis, work the middle pipes (L-2 and L-3) into place and start header bolts. Do not tighten.
4. Starting from above, position the L-1 pipe between the fenderwell and chassis. Insert bottom of pipe into slip tube on header and start all bolts (most restricted first).
5. Remove brake line to the left front wheel. Enlarge the hole in the fender panel to accommodate the header pipe. **See Figure A.**
6. Insert the L-4 pipe into the hole in the fender panel. Slip the bottom of the pipe into the header and start the header bolts. Reroute the brake line for maximum clearance of header tubes and reconnect to stock fittings. **NOTE:** After reconnecting both right and left side brake lines, the brake system must be bled.
7. Tighten all header bolts evenly. Replace spark plugs and starter wires.

RIGHT SIDE

1. Remove the spark plugs and starter.
2. Position the flange gasket and (from below) work the R-1 pipe up into place. Start the header bolts, but do not tighten.
3. Work the middle pipes (R-2 and R-3) up into place. With the header loose, replace the starter. The bottom end of the R-1 pipe slips into the header. Start the header bolts.

NOTE: It may be necessary to relieve the removable crossmember (which runs between the left and right frame rails) for adequate clearance of the R-2 and R-3 pipes. See **Figure B**.

4. Remove the right front brake line. Enlarge the hole in the fenderwell to accommodate the R-4 pipe. See **Figure A**.
5. Install the R-4 pipe through the hole in the fender panel into the main body of the header and start the header bolts.
6. Reroute the brake line for maximum clearance of the header tubes and reconnect to the stock fittings.
7. Tighten all header bolts evenly. Replace the spark plugs and starter wires.

NOTE: Be sure they both have adequate clearance. Relocate as necessary.

8. To connect the headers to the exhaust system, purchase Hooker Reducers (P/N 11030HKR).

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

9. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel 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 driving, retighten all bolts.

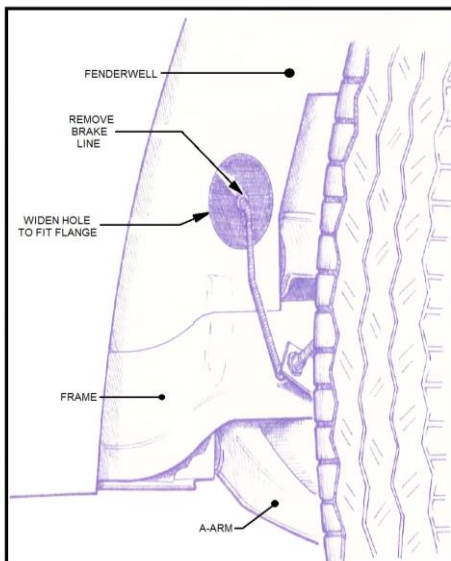


Figure A

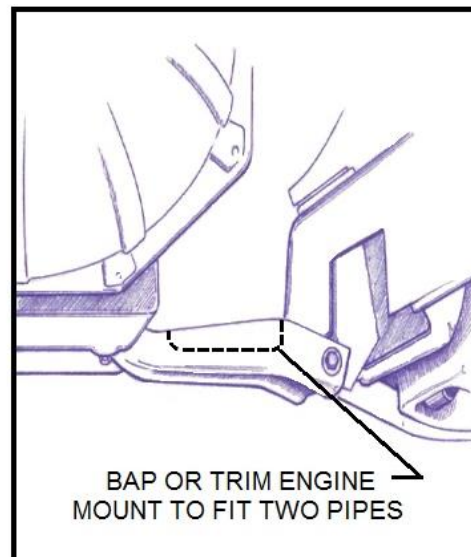


Figure B