



2131HKR (Black), 2131-1HKR, (Ceramic), 2131-3HKR (Darkside), & 2131-4HKR (Titanium)  
(67-69 Camaro, 68-74 Chevy II / Nova 265-400)  
SUPER COMPETITION FULL-LENGTH CAR HEADERS

**NOTE: Will not fit vehicles with 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.

## BEFORE STARTING

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no floor hoist is available, we strongly urge the use of axle stands as a safety measure.

**CAUTION! Your car should NOT be supported by a bumper jack!**

## Installation Procedure – Please read carefully

### LEFT SIDE

1. Disconnect the battery cable to prevent damage to the electrical system.
2. Remove the stock exhaust manifold and the alternator (or generator).
3. Remove the clutch linkage and the clutch cross-shaft.
4. Remove the oil filter, spark plugs, and dipstick tube.

**NOTE: The heat indicator will NOT have to be removed. However, care should be taken not to damage it when installing your new header.**

5. Some models may require that the engine be jacked up slightly. Be sure to use a board between the oil pan and jack.
6. Work the header up into position (from under the chassis).
7. Position the header and install the gasket. (It may be necessary to trim the bolts in the “A” frame to allow for adequate clearance.)
8. Start all the bolts (most restricted first). Tighten all the bolts (most restricted first).
9. Replace clutch linkage, dipstick and spark plugs.

**NOTE:** Replace the alternator. (Some models will require furnished Hooker bracket. See **Figure A**.)

**NOTE:** All models will require the screw-on type oil filter, if not already equipped.

**NOTE:** Cars equipped with power steering require the power steering spacer included in accessory pack (See **Figure B**.)

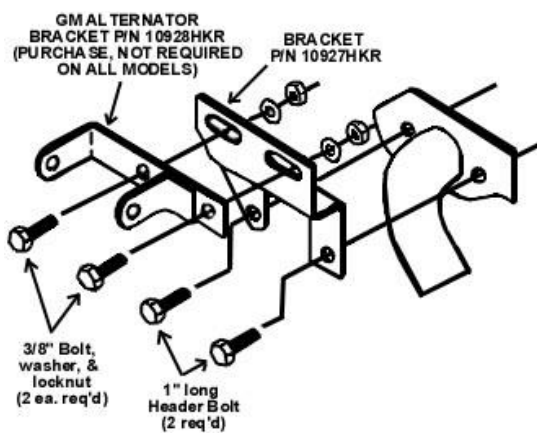


Figure A

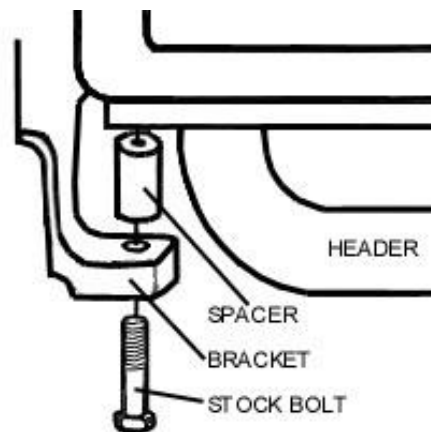
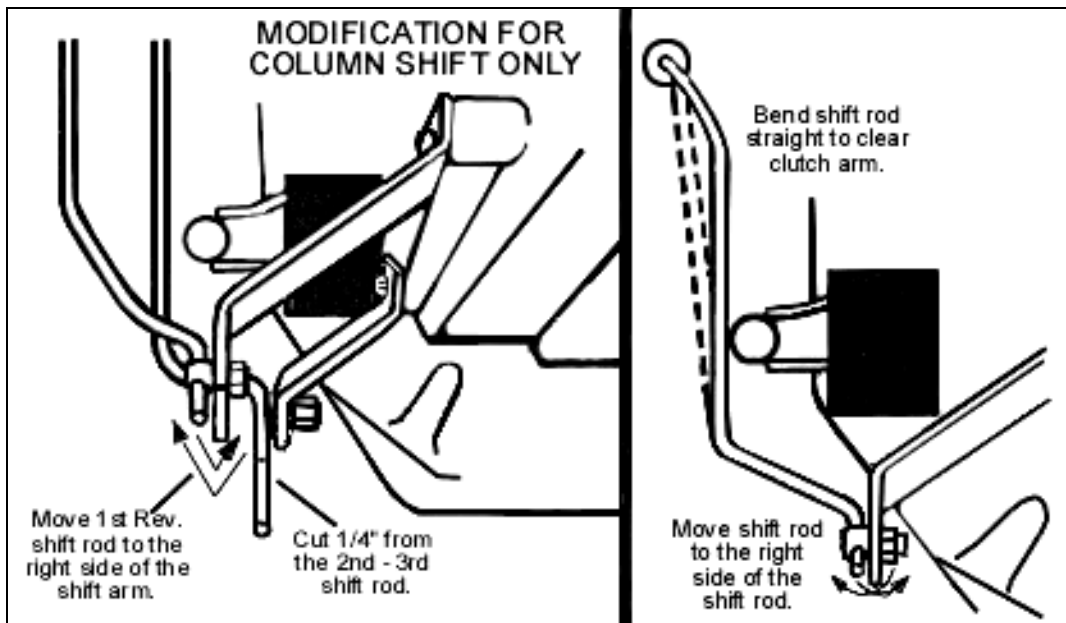


Figure B

**NOTE:** Cars using a column shift linkage, see **Figure C** for required modifications.



**Figure C**

### **RIGHT SIDE**

1. Remove the stock exhaust manifold and spark plugs.
2. Work the header up through the chassis into position.
3. Position the gasket between the flange and header. Some models will require trimming of the "A" frame bolts.
4. Start all bolts (most restricted first), and tighten evenly.
5. To connect the collectors to the headpipes, purchase Hooker Header Reducer Kit No. 11030HKR.

**NOTE:** A dual exhaust system can be fabricated using Hooker Competition Turbos #21005HKR or #21006HKR.

6. 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.
7. When finished, give your car a test drive, checking carefully for any new noises. After several days driving, retighten all bolts.