



2150HKR (Black), 2150-1HKR (Ceramic), 2150-3HKR (Darkside), & 2150-4HKR (Titanium) SUPER COMPETITION FULL LENGTH CAR HEADERS

1978-87 Buick Century, Regal, & Wagons (265-400CH)

1978-87 Chevy Chevelle, Malibu, El Camino / Caballero, Sprint, Wagons & Monte Carlo (265-400)

1978-87 Oldsmobile Cutlass (will not fit Cutlass Supreme) (265-400CH)

1978-87 Pontiac Grand Prix, Le Mans, Grand Am (78-81), & Grand Le Mans (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 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 HEADER exhaust system.

NOTE: Will fit with angle plug heads.

NOTE: Reducers are available with an oxygen sensor on 1980 and later models. 2 1/2" bolt-on part 11045HKR or 3" bolt-on part 11046HKR.

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 the battery to prevent damage to the electrical system.
2. Remove the spark plugs, oil filter, and (if located on the left side) the oil dipstick tube.
3. Remove the brackets between the air conditioner, power steering pump, and exhaust pump.
4. Remove the head pipes and exhaust manifold.
5. Starting from below, work the header up through the chassis into position. Insert the gasket and start the header bolts.

NOTE: On air conditioned models, modify brackets (**Figure A**) and reinstall using the provided spacer and stock stud bolt.

6. Reinstall all brackets and tighten all header bolts evenly (most restricted first).
7. Reinstall the oil filter, spark plugs and (if removed) dipstick tube.

RIGHT SIDE

1. Remove the spark plugs, starter, exhaust manifold, and (if located on the right side) the oil dipstick tube.
2. Starting from below, work the header up through the chassis into position. Insert the gasket and start all header bolts.
3. Tighten all the header bolts evenly (most restricted first).
4. Replace the starter, spark plugs, and (if removed) dipstick tube.
5. To retain the stock exhaust system, purchase Hooker Reducer Kit part no. 11030HKR. Bolt the reducers (with gaskets) to the header collectors.

NOTE: On 1980 and later models, purchase Hooker Reducer Kit with Oxygen Sensor Fitting, part no. 11046HKR.

6. Make sure that there is adequate clearance between the headers and transmission cooling hoses, brake lines, fuel lines, and electrical wires. Reroute as necessary.

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

7. Connect the battery, start the engine, and check for leaks.

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

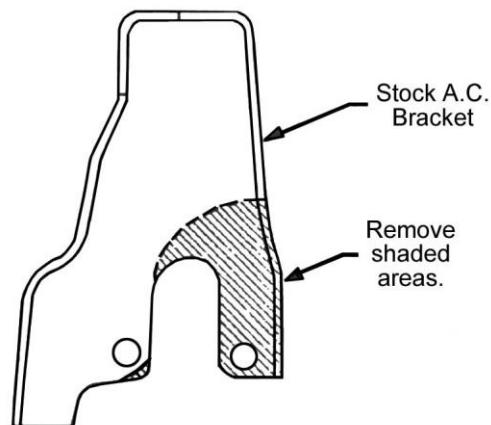


Figure A