



## P/N 2171HKR (painted) & 2171-1HKR (ceramic coated) SUPER COMPETITION FULL LENGTH HEADERS

1958-64 Chevy Belair 348-409

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 exhaust system.

**NOTE:** Will not fit with air conditioning, power brakes, or power steering.

**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 cable to prevent damage to the electrical system.
  2. Remove the clutch linkage, oil filter, dipstick tube, generator/alternator bracket, and exhaust manifold.
- NOTE:** It will be necessary to replace the stock oil filter with a spin on filter and adapter.
3. Remove the L-1 slip tube from the header and install the main body of the header.
- NOTE:** On certain models it may be necessary to modify some frame support for clearance on L-2 tube.
4. Install gasket and start header bolts, but do not tighten.
  5. Replace oil dipstick tube and starting from above; install the L-1 slip tube. Install the remaining header bolts and tighten all bolts evenly.
  6. Reinstall the clutch linkage and generator/alternator bracket. Fabricate a rear support brace for the generator/alternator.
  7. Purchase and install a spin on oil filter and adapter.

#### **RIGHT SIDE:**

1. Remove the starter, headpipe, and exhaust manifold.
  2. Remove the R-1 slip tube from the header and starting from below; work the main body of the header up through the chassis into place. While the header is still loose, replace the starter.
  3. Install the gasket and start the header bolts, but do not tighten.
- NOTE:** On certain models it may be necessary to modify the body pinch weld on the firewall to clear the R-4 tube.
4. Bend the rear corner of the inner fender panel away from the frame approximately 1 ½" or until the R-1 header tube can fit through without hitting.
  5. Starting from above, install the R-1 slip tube down into place. Start the remaining header bolts and tighten all bolts evenly.
  6. To connect the collector to the headers, purchase Hooker Reducer kit (P/N 11030HKR).
  7. Bolt the reducers (with gasket) to the collectors, line up the headpipes, cut to the correct length, and weld to the reducers.
  8. Connect the battery, start the engine, and check for leaks. Be sure that all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute, as necessary.
- NOTE:** A dual exhaust system can be fabricated using Hooker Competition Turbos (P/N 21005HKR or 21006HKR).
9. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.