



P/N 2201HKR (painted) & 2201-1HKR (ceramic coated)

SUPER COMPETITION ENGINE SWAP HEADERS

Chevrolet Passenger/Wagons 396-502

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: One tube each side over frame.

NOTE: Use ARP 12-point head bolts.

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.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical system. Remove spark plugs.
2. Unbolt headpipes and push aside.
3. Remove oil filter, clutch linkage, and exhaust manifold.
4. Remove center bolt from motor mount and raise the engine about 1 inch. Be sure to use a board between the pan and jack.
5. Remove the slip tube from the main body of the header.
6. Starting from below, work the main body of the header through the chassis into position. Lower the engine and replace the motor mount.
7. Place the gasket into position and start all header bolts, but do not tighten.
8. To install the L-4 pipe, a hole must be cut in the inner fender panel. Procedure: Measure up from the frame 6 inches at the opening in the fenderwell directly behind the upper A-arm. Cut straight back toward the firewall and at the body mount; angle down and out.
9. Install the L-4 pipe through the hole in the fenderwell and start all bolts.
10. Tighten all the bolts evenly (most restricted first).
11. Replace the clutch linkage (if clutch rod is too long, cut 7/8" off), oil filter (this header requires the use of an adapter for the short screw-on type filter), and spark plugs.

NOTE: Check brake lines to make sure tubes do not come in contact with the lines.

RIGHT SIDE:

1. Remove the starter, dipstick tube, exhaust manifold and spark plugs.
2. Remove the slip tube from the main body of the header.
3. Starting from below, work the main body of the header and starter through the chassis into position. Start one bolt in the header and with the header loose, install the starter.
4. Remove one bolt, place the gasket into position and start all bolts.
5. Use the same procedure as on the left side for cutting the fenderwell for the R-4 pipe.
6. Install the R-4 pipe and start all bolts.
7. Tighten all the header bolts (most restricted first).
8. Replace the dipstick and spark plugs.
9. Check that any electrical wires and/or components, brake lines, fuel lines, transmission cooler lines, and any other items have sufficient clearance from the header. Reroute or reposition any of these items, if necessary.

NOTE: A dual exhaust system can be fabricated using Hooker Competition Turbos (P/N 21005HKR or 21006HKR).

10. To connect the collectors to the headpipe, use Hooker header reducer kit, P/N 11035HKR.
11. Connect the battery, start the engine, and check for leaks.
12. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.