



## PART NO. 2205HKR (painted) & 2205-1HKR(ceramic) SUPER COMPETITION FULL LENGTH HEADERS 1967-69 Chevrolet Camaro & 1968-72 Chevy II/Nova (396-502)

**NOTE:** Headers will fit their respective applications only if big block engine frame stands are used from the following applications; 1970-72 Camaro, 1968-72 Chevelle, and 1968-72 Nova.

**NOTE:** Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit. 1967-69 Camaro and 1973-75 Nova versions are currently available from "Rick's First Generation Camaro".

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust systems. 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.

**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 electrical system damage.
2. Unbolt the stock headpipes from exhaust manifolds and push aside.
3. Remove the oil filter, clutch linkage, spark plugs, and exhaust manifold.
4. Remove the center bolt from the motor mount and raise the engine. **CAUTION! Use a board between the oil pan and the jack.**

**NOTE:** Cars equipped with power steering may require the center drag link to be removed to give a better angle for installation between the steering box and motor.

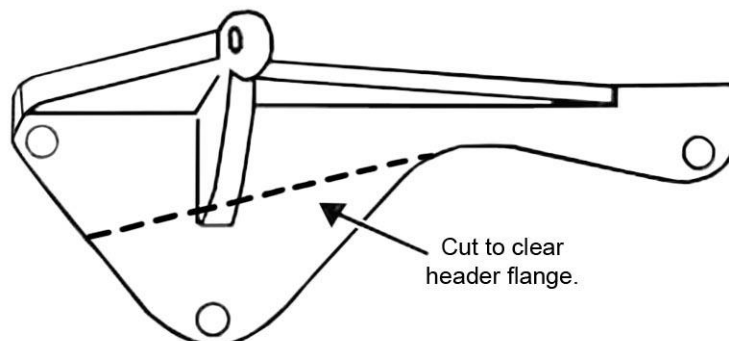
5. Starting from below, work the header up through the chassis into position. Lower the engine and replace the center motor mount bolt.
6. Position the gasket and start all bolts (most restricted first). Tighten all bolts evenly.
7. Replace clutch linkage, oil filter, and spark plugs.

#### **RIGHT SIDE:**

1. If the car is equipped with air conditioning, remove the compressor and lay aside. Remove the spark plugs, exhaust manifold, and dipstick tube.
2. Starting from below, work the header up through the chassis into position.
3. Position the header gasket and start the bolts (most restricted first). Tighten all bolts evenly.
4. Replace the spark plugs, dipstick tube, and compressor (see **Figure A** for modification of compressor bracket).
5. To connect the collectors to the headpipes, purchase Hooker reducer kit P/N 11035HKR. Bolt the reducers (with gasket) to the collectors, line up headpipes, cut to the correct length, and weld the reducers.

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

6. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute as necessary.
7. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.



**Figure A**