



**2207HKR (Black), 2207-1HKR (Ceramic), 2207-3HKR (Darkside), & 2207-4HKR (Titanium)  
Super Competition Full Length Header  
1967-69 Chevrolet Camaro & 1968-74 Chevy II/Nova (265-400)**

**NOTE:** Exhaust systems can also be fabricated using Hooker Super Competition Aerochamber mufflers, Maximum Flow mufflers, Competition turbo mufflers, or header-type Hooker mufflers.

**NOTE:** Will fit with angle plug heads.

**NOTE:** Will not fit with air conditioning.

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 to prevent electrical system damage.
2. Unbolt the stock headpipes from exhaust manifold and push aside.
3. Remove the stock exhaust manifolds, spark plugs, oil filter, clutch linkage, transmission locking device, dipstick tube, alternator (if mounted on exhaust manifold) and power steering (if equipped).
4. Remove the center bolt from the motor mount and raise the engine approximately 2".

**CAUTION!** Be sure to place a board between the oil pan and the jack.

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

**NOTE:** Use the bracket provided to reinstall the alternator if mounted to the exhaust manifold (**See Figure A**).

**NOTE:** Models equipped with power steering, require the spacer provided (**See Figure B**).

**NOTE:** 1967 models require a conversion to a screw-on type oil filter.

**NOTE:** Column shift linkage requires modification on some models (**See Figure C**).

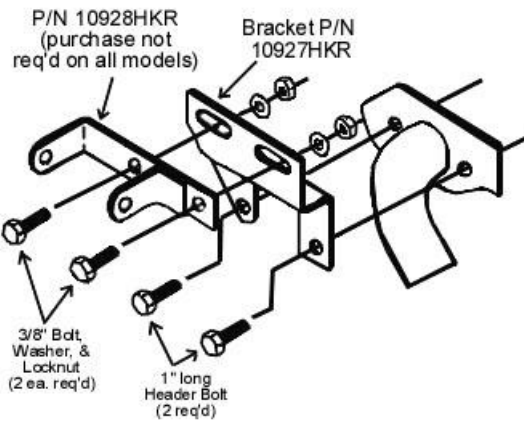
**NOTE:** 1967-68 Camaros equipped with a floor mounted Powerglide transmission require minor modification to the shift linkage (**See Figure D**).

**RIGHT SIDE:**

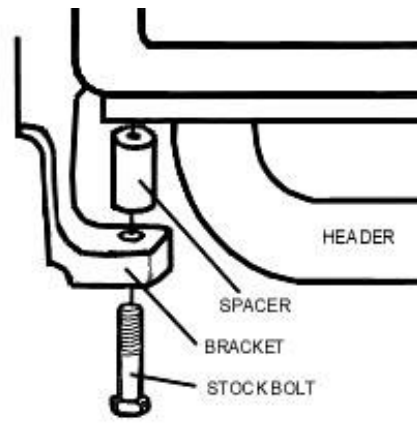
1. Remove the stock exhaust manifold and spark plugs.
2. Starting from below, work the header up through the chassis into position.
3. Position the header gasket and start the bolts (most restricted first).
4. Tighten all bolts evenly. Replace the spark plugs.

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

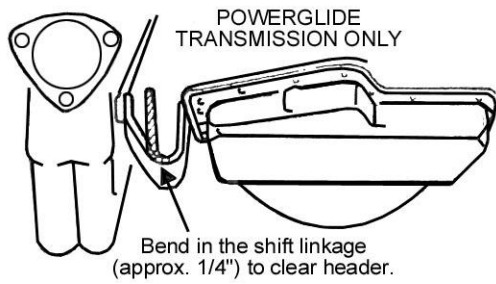
5. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute as necessary.
6. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days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



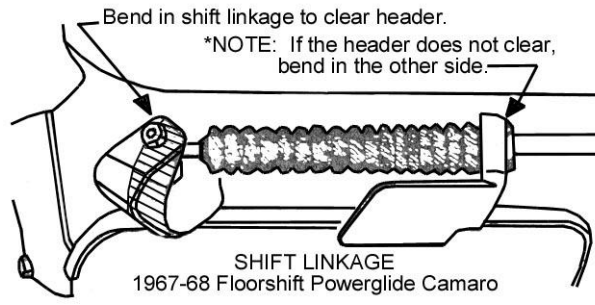
**Figure A**



**Figure B**



**Figure C**



**Figure D**