



**2210HKR (painted), 2210-1HKR (ceramic),
2210-3HKR (Darkside), & 2210-4HKR (Titanium)
SUPER COMPETITION FULL LENGTH HEADERS
1982-92 Chevrolet Camaro (265-400) / Pontiac Firebird (265-400CH)**

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.

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.

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 clutch linkage, spark plugs, and all brackets connected to the exhaust manifold.
4. Remove the exhaust manifold and fan shroud bolts.
5. Remove the center bolt from the motor mount and raise the engine about 3".

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

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

NOTE: On the front 2 bolt holes, use the stock bolts with the furnished spacers to hold the brackets in the stock location.

9. Tighten all the bolts (most restricted first).

RIGHT SIDE:

1. Unbolt the headpipe from the stock exhaust manifold and push aside.
2. Remove the starter, spark plugs, exhaust manifold, dipstick, and bolt through the alternator.

NOTE: Remove the temperature sensor and reinstall it using a 45° fitting to point it downward.

3. Remove the center bolt from the motor mount and raise the engine about 3 ".

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

4. Starting from below, work the header up through the chassis into position.
5. Lower the engine and replace the motor mount bolt and fan shroud bolts.
6. Position the header, then reinstall the starter and install the R-4 headpipe in the sliptube on the main body of the header.

NOTE: For adequate starter clearance, it may be necessary to trim ear off of starter.

7. Position the header gasket and start the bolts (most restricted first).
8. Modify the air conditioning bracket (Figure A). Install the bracket using the stock stub and tubular spacers provided.
9. Replace the spark plugs, dipstick tube, and alternator bolts.

10. Tighten all bolts (most restricted first).

11. To retain the oxygen sensor and connect the headers to the exhaust system. Purchase Hooker reducer kit 11045HKR.

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

12. 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.
13. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

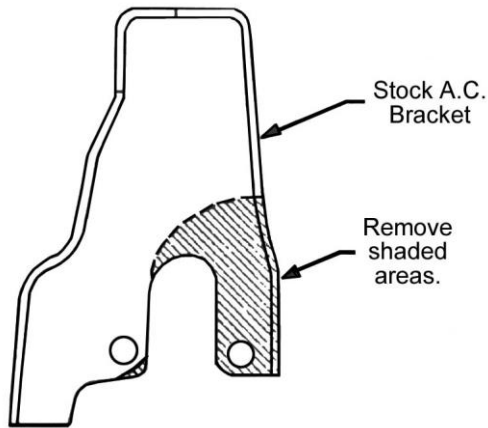


Figure A

LIMITATION OF LIABILITY – DISCLAIMER:

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOOKER™ makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOOKER™ Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.