



P/N 2213HKR (painted) & 2213-1HKR (ceramic) SUPER COMPETITION FULL LENGTH HEADERS 1964-67 Chevelle, Malibu, El Camino / Caballero, Sprint, Wagons (396-502)

NOTE: WILL NOT FIT WITH AIR CONDITIONING OR POWERGLIDE AUTOMATIC TRANSMISSION.

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

NOTE: Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit. 1967-77 Chevelle versions are currently available from "Original Parts Group".

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 manifoldS and push aside.
3. Remove the spark plugs, exhaust manifold, clutch linkage cross shaft, and oil filter.
4. Remove the center motor mount bolt from the motor mount and raise the engine about 1 inch.

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. With the header loose, work the clutch linkage cross shaft into position.
6. Position the gasket and start all bolts (most restricted first).
7. Tighten all bolts evenly.
8. Replace the spark plugs, remainder of clutch linkage, and oil filter. The short can filter will work with this header, but we highly recommend using the adapter and short screw-on filter for the ease of installation.

RIGHT SIDE:

1. Remove the spark plugs, exhaust manifold, dipstick, and starter.
2. Remove the center bolt from the motor mount and raise the engine about 1 inch.

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

3. Starting from below, work the header up through the chassis into position. Lower the engine and replace the center motor mount bolt.
4. Position the header gasket and start the bolts (most restricted first).
5. Replace the starter, dipstick tube, and spark plugs.
6. Tighten all bolts evenly.

NOTE: Check automatic transmission cooler lines. Make sure that they do not come in contact with header lines.

7. To connect the collectors to the headpipes, purchase Hooker reducer kit 11035HKR.

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

8. 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.

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