



PART NO. 2231HKR (black) & 2231-1HKR(ceramic)
SUPER COMPETITION FULL LENGTH CAR HEADERS
93-97 Chevy Camaro
93-97 Pontiac Firebird/Trans Am 265-400

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 HEADER 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 any electrical system damage.
2. Unbolt the stock headpipes from the exhaust manifold and push aside.
3. Disconnect the spark plugs and all brackets connected to the exhaust manifold.
4. Remove the exhaust manifold.
5. Starting from below, work the main body of the header up through the chassis into position. From above, install the L-1 slip tube around the steering shaft and into the main body of the header.
6. Position the gasket and start all bolts (most restricted first).
7. Tighten all bolts (most restricted first).
8. Replace the spark plugs and plug wires. Reroute, as necessary for maximum header clearance. Change the spark plug wire ends and boots, as needed.

RIGHT SIDE:

1. Unbolt the headpipe from the stock manifold and push aside.
2. Remove the starter, spark plugs, exhaust manifold, dipstick, and all brackets connected to the exhaust manifold.
3. Starting from below, work the header up through the chassis into position. **NOTE: Remove the engine mount bolt and raise the right side of the engine a couple of inches using an engine hoist.**
4. Position the header and reinstall the starter.
5. Position the header gasket and start all bolts (most restricted first).
6. Replace the spark plugs, dipstick tube, and brackets. Reroute the plug wires, as necessary for maximum header clearance. Change the spark plug wire ends and boots, as needed.
7. Tighten all bolts (most restricted first).
8. To retain the oxygen sensor and to connect headers to the exhaust system, purchase Hooker reducer kit 11046HKR.

NOTE: A dual exhaust system can be fabricated using Hooker Competition Turbos 21005HKR or 21006HKR and a Hooker Aero Chamber Muffler or Maximum Flow Muffler.

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