



PART NO. 2239HKR (black) & 2239-1HKR (ceramic)
SUPER COMPETITION FULL LENGTH CAR HEADERS
1970-81 Chevy Camaro & 1975-79 Chevy II, Nova (265-400)
1978-81 Pontiac Firebird/Trans Am & 1977-79 Ventura/Phoenix/GTO (74) (265-400CH)

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.

NOTE: Will fit with angle plug heads.

NOTE: **Pontiac Firebird/Trans Am:** Reducers available with oxygen sensor on 1980 and later models – 2 1/2" bolt on P/N 11045HKR & 3" bolt on P/N 11046HKR.

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. Remove clutch and dipstick tube.
2. Starting from below, work the header up through the chassis into position over the exhaust ports.
3. Insert the gasket between the header flange and head. Start the header bolts (most restricted first). **NOTE:** Models with power steering require furnished spacer over the first bolt. Use the stock bolt. See **Figure A**.
4. Tighten all bolts evenly (most restricted first).
5. Install the spark plugs, clutch linkage, and dipstick. **NOTE:** Check the column shift linkage or steering lockout linkage for header clearance. If necessary, modify the linkage for increased clearance.

AUTOMATIC TRANSMISSIONS: This header uses 1 7/8" tubing. Due to the size, there is limited clearance between the shift indicator linkage crossover shaft and header tube. If the crossover shaft contacts the header tube, it may be necessary to increase clearance by either: **Figure B**

- A. Modifying the crossover shaft to clear tubing.
- B. Removing the crossover shaft.
- C. Denting the header tube slightly.

RIGHT SIDE:

1. Remove the starter.
2. Starting from below, work the header up through the chassis.
3. Position the gasket and header flange over the exhaust ports. Start the front and rear header bolts (most restricted first).
4. With the header loose, bolt the starter into place. Check the routing of the starter wires for adequate header clearance.
5. Start the remaining header bolts and tighten all bolts evenly.
6. Replace the spark plugs. Check all fuel lines, hoses, and wiring for adequate header clearance. Relocate, as needed. **NOTE:** It may be necessary to relocate brake lines above the frame for adequate header clearance.
7. To connect the header to the stock exhaust system, purchase Hooker reducer (P/N 11135HKR). Cut the stock exhaust pipe(s) to the proper length and weld to the reducer. **NOTE:** A dual exhaust system can be fabricated using Hooker Competition Turbos 21005HKR or 21006HKR; and a universal tailpipe.
8. Connect the battery, start the engine, and check for leaks. Retighten the header bolts when the engine is warm.
9. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

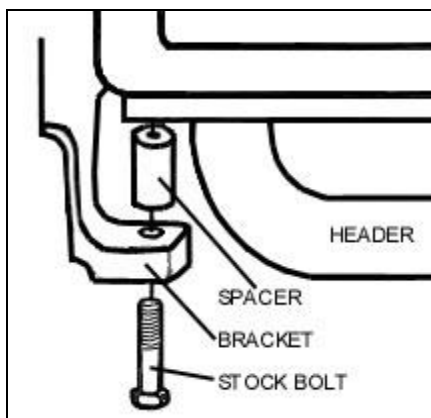


Figure A

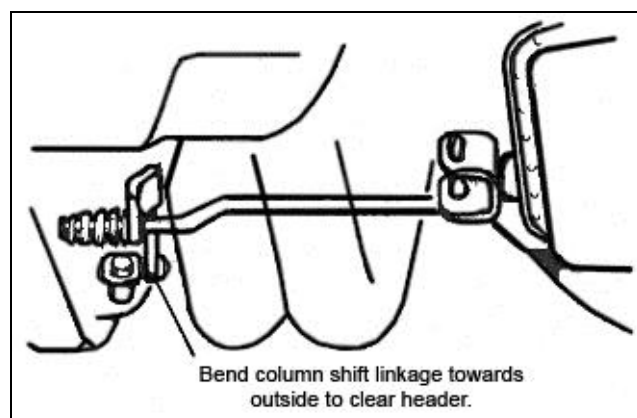


Figure B