



**2241HKR (Black), 2241-1HKR (Coated), 2241-3HKR (Stainless), & 2241-4HKR (Titanium)
SUPER COMPETITION ENGINE SWAP HEADERS
1978-87 Buick Regal – Chevy V8 (396-502)
1978-87 Chevy Chevelle, Malibu, Caballero, Monte Carlo, & El Camino (396-502)
1978-87 Oldsmobile Cutlass & Pontiac Grand Prix (396-502)**

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: Headers will only fit properly if stock small block frame stands and motor mounts are used.

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 damage to the electrical system.
2. Unbolt the headpipes from the stock exhaust manifolds and push aside.
3. Remove spark plugs, oil filter, exhaust manifold, and heat shield from the motor mount, if so equipped.
4. Remove the center bolt from the motor mount and raise the engine approximately 2". Be sure to use a board between the oil pan and the jack. Modify the motor mount, as shown in **Figure A**.
5. Starting from below, work the main body of the header up through the chassis into position, leaving it loose at this time. From above, work the #3 slip tube around the steering column and into the main body of the header. Lower the engine and replace the motor mount bolt.
6. Position the gasket and start all the bolts (most restricted first).
7. Tighten all the header bolts evenly (most restricted first).
8. Replace the spark plugs and oil filter.
9. If the car is equipped with air conditioning with the long style compressor mounted on the left side, see **Figure B** (69-72 models) or **Figure C** (73-74 models). If you choose to utilize the late model axle compressor, brackets must be fabricated.

RIGHT SIDE

1. Remove spark plugs, dipstick tube, stock exhaust manifold, and starter.
2. Starting from below, work the main body of the header up through chassis into position. Do not start any bolts at this time. From above work the #4 slip tube and then the #3 slip tube into the main body of the header.
3. With the header loose, reinstall the starter.
4. Insert the gasket and start all the header bolts (most restricted first).
5. Install the dipstick tube and tighten all the header bolts evenly (most restricted first).
6. To connect the collectors to the headpipes, purchase Hooker Header reducer kit P/N 11035HKR.

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

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

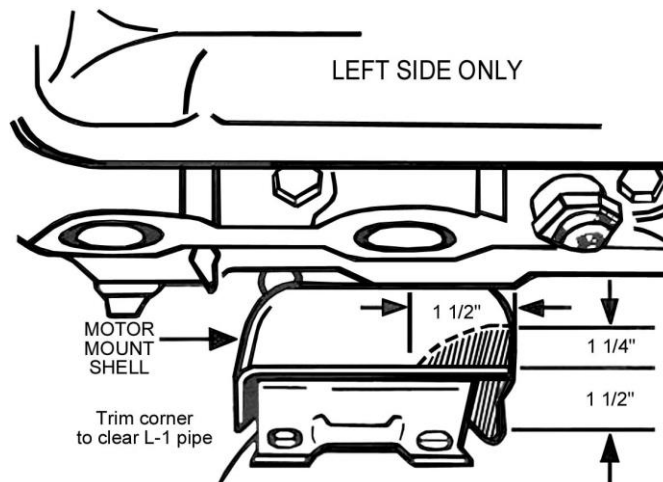


Figure A

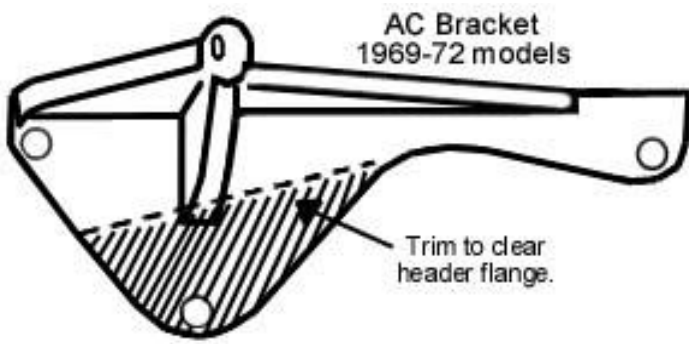


Figure B

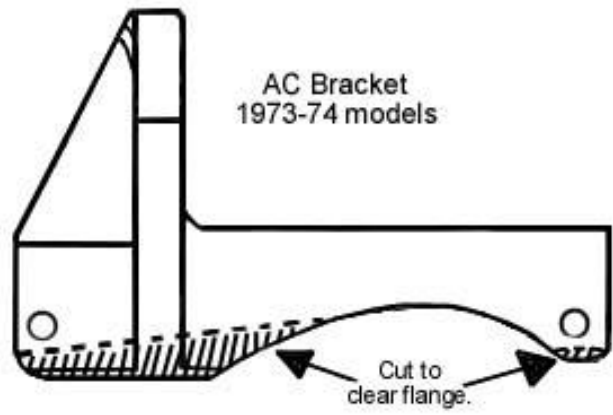


Figure C

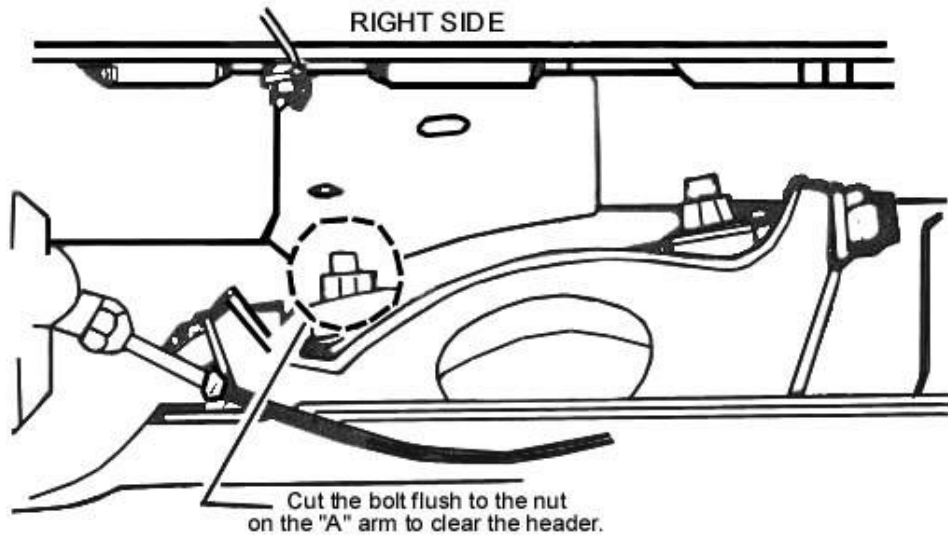


Figure D