



P/N 2242HKR (Black) & 2242-1HKR (Ceramic), 2242-3HKR (Darkside), & 2242-4HKR (Titanium)
SUPER COMPETITION FULL LENGTH CAR HEADERS

1978-87 Buick Century, Regal, & Wagons (265-400CH)

1978-87 Chevrolet Monte Carlo, Chevelle, Malibu, El Camino/Cabellero, Sprint, & Wagons (265-400)

1978-87 Olds Cutlass, Pontiac Grand Prix, Le Mans, Grand Am (78-81), & Grand LeMans (265-400CH)

BUICK, CHEVY, OLDS, & PONTIAC NOTES:

NOTE: One tube each side over frame.

NOTE: Will fit heads with factory plug angle.

NOTE: Reducers available w/ oxygen sensor on 1980 and later models: 2 1/2" bolt on P/N 11045HKR or 3" bolt on P/N 11046HKR.

NOTE: Will not fit standard transmissions.

BUICK NOTE: Does not fit with 168 tooth flywheel.

CHEVROLET NOTE: Will fit with 168 tooth flywheel, if used with Powermaster mini starter P/N 9500.

OLDSMOBILE NOTE: Will not fit Cutlass Supreme.

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. Remove the spark plugs and (if located on left side) the oil dipstick tube.
 3. Remove brackets between air conditioning, power steering pump, and exhaust manifold.
 4. Remove headpipes (with catalytic converter) and exhaust manifold.
 5. On column shift models, remove the transmission shift linkage and cross-shaft. Modify the transmission cross-shaft pivot bracket (**Figure A**).
 6. Remove the rear bolt from the lower A-arm and reverse the bolt, so that it is installed from the rear.
 7. Starting from below, work the header section up through the chassis and into position over the ports. Install the gasket and start header bolts.
- NOTE:** On AC models, modify the bracket (**Figure B**) and reinstall using the provided tubular spacer and stock stud bolt.
8. Cut a hole (large enough for the L-4 tube flange to fit through) in the lower rear section of the inner fender panel (**Figure C**).
 9. From below, install the L-4 tube going through the hole in the fenderwell and into the slip tube on the main header section. Start all bolts and tighten the header bolts evenly.
 10. Reinstall the transmission linkage, all brackets, spark plugs, and (if removed) dipstick tube.

RIGHT SIDE:

1. Remove the exhaust manifold, spark plugs, and (if located on right side) the oil dipstick tube.
 2. Starting from below, work the header section up through the chassis into position over the ports. Install the gasket and start the header bolts.
 3. Cut a hole (large enough for the R-4 tube flange to fit through) in the lower rear section of the inner fender panel (**Figure C**).
 4. From below, install the L-4 tube going through the hole in the fenderwell and into the slip tube on the main header section. Start all bolts and tighten the header bolts evenly.
 5. Replace spark plugs and (if removed) dipstick tube
 6. To connect collectors to the headpipes, purchase Hooker reducer kit 11030HKR. Bolt reducers (w/ gaskets) to header collectors.
- NOTE:** A dual exhaust system can be fabricated using Hooker Competition Turbos 21005HKR or 21006HKR.
7. Make sure that there is adequate clearance between the headers and transmission cooling lines, brake lines, fuel lines, and electrical wires. Reroute, as necessary.
 8. Connect the battery, start the engine, and check for leaks.
 9. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

1. Using hole "A" as center, draw radius through hole "B". Locate & drill new hole as shown.
2. Reinstall bracket, using hole "A" & new hole.

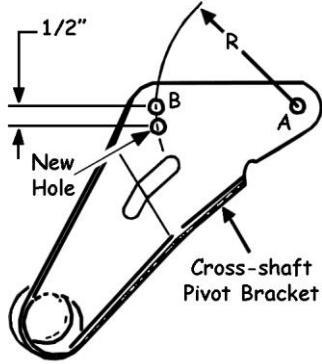
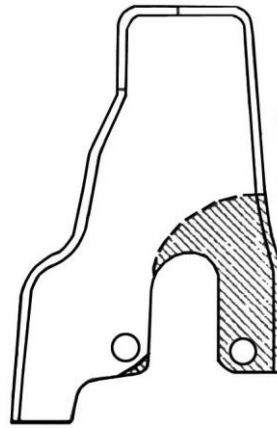


Figure A



Trim AC
bracket as
indicated by
shaded areas.

Reinstall
bracket using
stock
stud, bolt, &
Hooker
spacer.

Figure B

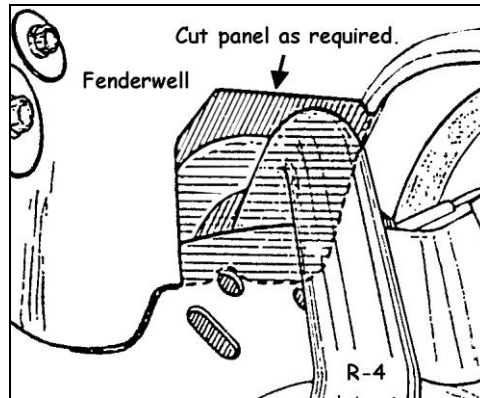


Figure C