



**2243HKR (Black) & 2243-1HKR (Coated), 2243-3HKR (Darkside), & 2243-4HKR (Titanium)
SUPER COMPETITION FULL LENGTH CAR HEADERS
1962-67 Chevy II / Nova (265-400)**

NOTE: This header was designed to use the 153 tooth flywheel and stock starter. For use with the 168 tooth flywheel, the **IMI starter P/N IMI-102** with 400 mounting block has been confirmed as fitting.
You may also use the **Powermaster mini starter, P/N 9500.**

NOTE: Installation requires AC bracket 10925HKR (left side) or 10926HKR (right side).

NOTE: Will fit with angle plug heads.

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. Remove the alternator, spark plugs, exhaust manifold, dipstick tube, and transmission linkage.
4. Starting from below, work the main body of the header up through the chassis into position.
5. Position the gasket and start all bolts, except the front bolts. This is where your bolt-on alternator bracket is to be installed.
6. Tighten all bolts evenly (most restricted first).

NOTE: Remove the alternator bracket from the stock exhaust manifold. Bolt this bracket to the one on your header. If the bracket is cast iron, see Figure A for modification. The stamped steel bracket will not need any modification. Install the brackets, as shown in Figure B.

7. Reinstall the spark plugs, dipstick tube, alternator, and transmission linkage.

RIGHT SIDE:

1. Remove the exhaust manifold, spark plugs, starter, and air conditioning compressor (if equipped).
2. Starting from above, work the header down through the chassis into position. Place the gasket into position and start the bolt on the rear of the L-1 pipe. Install the header onto the slot and slide rearward. Start the remaining bolts (most restricted first).
3. Tighten all the bolts evenly.
4. Replace the starter and spark plugs.
5. To connect collectors to the headpipes, purchase Hooker reducer kit 11030HKR.

NOTE: A dual exhaust system can be fabricated using Hooker Competition Turbos 21005HKR, or 21006HKR.

6. 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.
7. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

