



P/N 2265HKR (painted), 2265-1HKR (ceramic coated), 2265-3HKR (Darkside), & 2265-4HKR (Titanium) SUPER COMPETITION ENGINE SWAP HEADERS

1968-72 Chevelle, Malibu, El Camino, Caballero, Sprint, & Wagons: 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 exhaust system.

NOTE: One tube each side over frame.

NOTE: Headers will fit their respective applications only if big block engine frame stands are used for the 1968-72 Chevelle application.

NOTE: Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit. 64-77 Chevelle versions are currently available from Original Parts Group.

NOTE: Use ARP 12-point head bolts.

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 cable to prevent damage to the electrical system.
2. Remove the stock exhaust manifold and spark plugs.
3. Remove the clutch linkage, oil filter, and oil pressure sending unit.
4. Remove the center motor mount bolt, raise the motor (place a board between the pan and jack) about 2 inches. Remove the slip tube.
5. Starting from below, work the main body of the header up through the chassis.
6. Lower the engine and replace the center motor mount bolt.
7. Place the gasket into position and start all header bolts, but do not tighten.
8. Cut a hole in the fenderwell about 3" square behind the A-arm.
9. Install the L-4 pipe and start the bolts.
10. Tighten all bolts evenly.
11. Replace the spark plugs, clutch linkage, oil filter, and oil pressure sending unit.

RIGHT SIDE:

1. Remove the stock exhaust manifold and spark plugs.
2. Remove the starter and dipstick.
3. Remove the slip tube from the main body of the header and starter through the chassis. Install the starter.
4. Place the gasket into position between the flange and the head.
5. Start all bolts.
6. Cut a hole in the fenderwell about 3" square behind the A-arm.
7. Install the R-3 pipe and start the bolts.
8. Tighten all bolts evenly. Replace the dipstick.
9. Connect the collectors to the headpipes. Purchase Hooker Reducer kit 11035HKR.

NOTE: A dual exhaust system can be fabricated using Hooker Competition Turbos (P/N 21005HKR or 21006HKR).

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