



## P/N 2280HKR (painted) & 2280-1HKR (ceramic coated) SUPER COMPETITION ENGINE SWAP HEADERS

1962-67 Chevy II / Nova 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:** This is designed to exit the fenderwell.

**NOTE:** Will not fit vehicles with air conditioning, power steering, or power brakes.

**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 master cylinder.
3. Remove the alternator.
4. Work the main body of the header through the hole in the fenderwell. Position in front of the ports. From the top side, install the L-1 and L-2 pipes.
5. Place the gasket into position between the flange and head.
6. Start all bolts (most restricted first) and tighten evenly.
7. Replace the master cylinder and alternator.

#### **RIGHT SIDE:**

1. Work the main body of the header through the hole in the fenderwell. Position in front of the ports. From the top side, install the R-1 and R-2 pipes.
2. Place the gasket into position between the flange and head.
3. Start all the bolts (most restricted first) and tighten evenly.
4. To connect the collectors to the headpipes, purchase Hooker reducer kit, P/N 11035HKR.
5. Check that any electrical wires and/or components, brake lines, fuel lines, transmission cooler lines, and any other items that may have been added to the vehicle have sufficient clearance from the header. Reroute or reposition any of these items, if necessary.

**NOTE:** A dual exhaust system can be fabricated using Hooker Competition Turbos (P/N 21005HKR or 21006HKR); and a universal tailpipe.

6. Connect the battery, start the engine, and check for leaks.
7. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.