



2285HKR (Black), 2285-1HKR (Coated), 2285-3HKR (Darkside), & 2285-4HKR (Titanium)
SUPER COMPETITION CHEVY HEADERS
1967-69 Camaro & 1968-72 Chevy II / Nova (396-502)
1973-75 Chevy II / Nova Engine Swap Headers (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: Headers will fit their respective applications only if big block engine frame stands are used from the following applications; Camaro 1970-72, Chevelle 1968-72, & Nova 1968-72.

NOTE: Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit. 1967-69 Camaro and 1973-75 Nova versions are currently available from "Rick's Camaros".

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 avoid damage to the car's electrical system.
2. Unbolt the head pipes from stock exhaust manifold and push aside.
3. Remove the clutch linkage, oil filter, spark plugs and stock manifold.
4. On 69-70 std. transmission equipped cars, remove the bell crank and lower rod from transmission locking device.
5. Remove center motor mount bolt and raise engine about one inch.
6. Work the header through the chassis into position.
7. Lower the engine and replace the motor mount bolt.
8. Place gasket and all bolts into position.
9. Tighten all the bolts (most restricted first).
10. Replace clutch linkage, oil filter, and spark plugs.

RIGHT SIDE

1. Unbolt the head pipes from the stock exhaust manifold and push aside.
2. Remove spark plugs, stock exhaust manifold, and starter.
3. From the bottom, work the header through the chassis into position.
4. Place the gasket in position and start all bolts (most restricted first).
5. Re-install the starter and tighten all bolts (most restricted first).
6. To connect the headpipes to the collector, use special Hooker Header Reducer Kit No. 11035HKR.
NOTE: A dual exhaust system can be fabricated using Hooker Competition Turbos #21005HKR or #21006HKR; and a universal tailpipe.
7. Replace the spark plugs and connect the battery.
8. Start the engine and check for leaks. Check all electrical wires, brake lines, and fuel lines for adequate header clearance. Reroute as needed.

When finished, give your car a test drive checking carefully for any new noises. After several days driving, retighten all bolts.