



2289HKR (Black), 2289-1HKR (Coated), 2289-3HKR (Darkside), & 2289-4HKR (Titanium)

SUPER COMPETITION / ENGINE SWAP HEADERS

1968-72 Chevelle, Malibu, El Camino, Caballero, Sprint, Wagons

Swap - 1968-72 Chevelle, Malibu, El Camino, Cutlass – 442, Grand Sport / Skylark

NOTE: LS-1 engine swap mount kit P/N 12611HKR must be used with this header kit to ensure the proper fit of these headers.
NOTE: Includes 3" to 2.5" reducers with O2 fittings.

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

RIGHT SIDE

1. Disconnect the battery cable to prevent electrical system damage. Remove the spark plugs.
2. Remove the engine oil dipstick.
3. Remove any existing exhaust system.
4. Remove the starter.
5. Starting from below, work the header up through the chassis into position.
6. Insert the header gasket and start all header bolts.
7. Tighten all bolts evenly (most restricted first).
8. Reinstall the spark plugs, starter, and dipstick.

LEFT SIDE

1. Remove the spark plugs.
2. Remove any existing exhaust system.
3. Remove the oil filter.
4. Starting from below, work the header up through the chassis into position.
5. Insert the header gasket and install all header bolts.
6. Tighten all the bolts evenly (most restricted first).
7. Reinstall the oil filter and spark plugs