



P/N 2304HKR (painted) SUPER COMPETITION ADJUSTABLE RACE HEADERS

1967-69 Chevrolet Camaro / 1968-74 Chevy II, Nova (262-400)

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: Fits with a 168 tooth flywheel.

NOTE: Will fit with angle plug heads.

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 entire stock exhaust system.
 3. Remove the clutch linkage, clutch cross shaft, alternator, and transmission locking device.
 4. Remove the oil filter, spark plugs, and dipstick tube.
 5. Some models may require that the engine be jacked up slightly. **NOTE:** Make sure to use a flat board between the oil pan and jack.
 6. Position the gasket and install the subflange to the head using the 3/8" countersunk flathead Allen bolts provided in the accessory package (**See Figure A**).
 7. From under the chassis, work the header up into position.
 8. Install the gasket between the header and the subflange.
 9. Position the header and attach to the subflange using the 5/16" header bolts (5/16" washer may be used, if desired).
 10. It may be necessary to trim the bolts in the "A" frame to allow adequate clearance.
- NOTE:** Clearance for pipe L-2 is critical. It may require the pipe to be dented to clear the steering box.
11. Tighten all bolts (most restricted first).
 12. Replace the clutch linkage, oil filter, dipstick tube, and spark plugs.
- NOTE:** All models require the screw-on type oil filter, if not already so equipped.
- NOTE:** 1967-68 Camaro & 1968 Chevy II only: To install the generator/alternator, bolt the Hooker bracket to the alternator, line up the fan belt, etc. Mark the bracket location and weld the bracket to the flange.
- NOTE:** Other models use the stock bracket.
- NOTE:** Column shift linkage will require slight modification on some models (**See Figure B**).
- NOTE:** If desired, a die grinder may be used to enlarge the inner flange to match exhaust ports (both sides).
13. See **Figure C** for the assembly of the adjustment collector.

RIGHT SIDE:

1. Remove the stock exhaust manifold and spark plugs.
2. Position the gasket and install the subflange to the head using the 3/8" flathead Allen bolts from the accessory package (**See Figure A**).
3. Work the header up through the chassis into position. Some models will require trimming of the "A" frame bolts.
4. Position the gasket and install the header using 5/16" header bolts (5/16" washer may be used, if desired).
5. Tighten all bolts (most restricted first).
6. 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.
7. See **Figure C** for the assembly of adjustable clearance.
8. Replace the spark plugs and connect the battery.
9. Start the engine and check for leaks.
10. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all bolts.

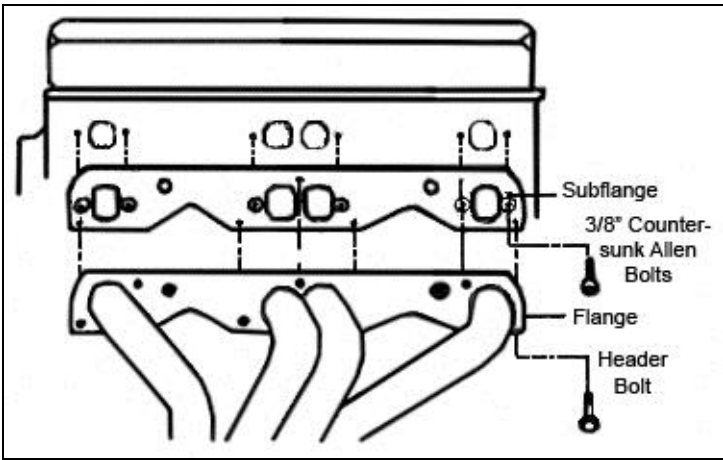


Figure A

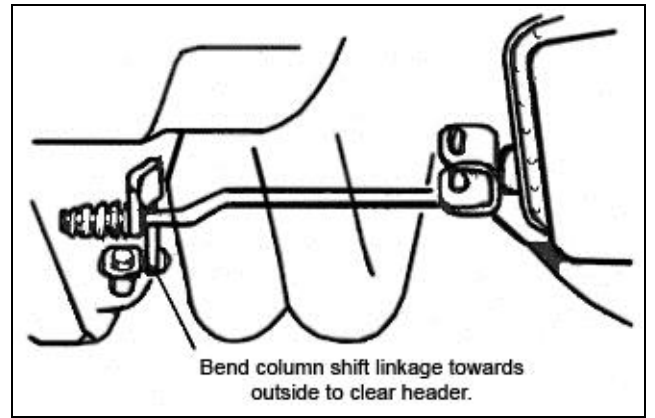


Figure B

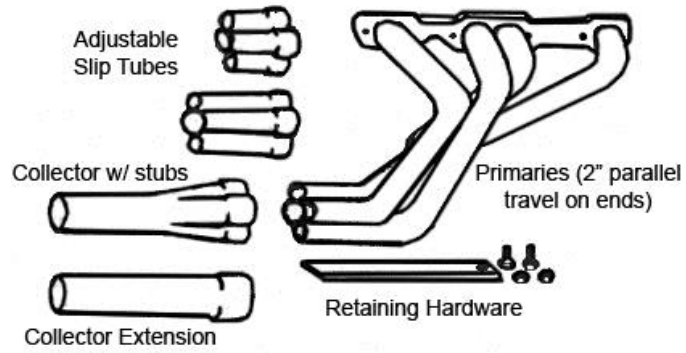


Figure C