

PART NO. 2401

**ADJUSTABLE RACE HEADER
CAMARO/CHEVY II 396-454 CID**

WILL NOT FIT WITH POWER STEERING, POWER BRAKES OR AIR CONDITIONING.

THANK YOU FOR MAKING HOOKER HEADERS YOUR CHOICE IN A HIGH PERFORMANCE EXHAUST SYSTEM. HOOKER HEADERS HAS DESIGNED THE FINEST RACE HEADER AVAILABLE FOR YOUR APPLICATION. THIS HEADER IS DESIGNED AS A RACE CAR HEADER ONLY AND IS NOT SUITABLE FOR STREET USE. BECAUSE OF THE RESTRICTED ROOM IN THE ENGINE COMPARTMENT, YOUR HEADERS WILL BE CLOSE TO SOME BODY AND CHASSIS COMPONENTS. THIS CONDITION IS NORMAL. THE INSTALLATION, WHILE NOT COMPLEX WILL TAKE A CERTAIN AMOUNT OF TIME. HOWEVER, THE ADDITIONAL HORSEPOWER WILL MORE THAN JUSTIFY YOUR EFFORTS.

BEFORE STARTING

YOUR VEHICLE MUST BE RAISE 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. YOU MAY WISH TO CUT THE FLANGES (BETWEEN #2 AND #3 PIPES, AND BETWEEN #3 AND #4 PIPES ON BOTH SIDES) TO MAKE INSTALLATION EASIER.

INSTALLATION PROCEDURE - PLEASE READ CAREFULLY

NOTE: IF EQUIPPED WITH ALUMINUM HEADS, IT MAY BE NECESSARY TO:

- A) USE LONGER FLANGE BOLTS.
- B) GRIND FLANGE T CLEAR HEAD BOLTS.

LEFT SIDE

1. DISCONNECT BATTERY CABLE TO PREVENT ELECTRICAL SYSTEM DAMAGE.
2. REMOVE OIL FILTER (SHORT SCREW-ON TYPE MUST BE USED), CLUTCH LINKAGE AND SPARK PLUGS.
3. REMOVE CENTER BOLT FROM MOTOR MOUNT AND RAISE ENGINE ABOUT 1" (BE SURE TO USE A BOARD BETWEEN PAN AND JACK).
4. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS INTO POSITION. LOWER ENGINE AND REPLACE MOTOR MOUNT BOLT.
5. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
6. REPLACE CLUTCH LINKAGE, OIL FILTER AND SPARK PLUGS.
7. TIGHTEN ALL HEADER BOLTS EVENLY.
8. SEE ILLUSTRATION FOR INSTALLATION OF ADJUSTABLE COLLECTORS.

RIGHT SIDE

1. REMOVE STARTER, DIPSTICK TUBE AND SPARK PLUGS.
2. STARTING FROM BELOW, WORK HEADER UP THROUGH CHASSIS INTO POSITION.
3. PLACE GASKET INTO POSITION AND START ALL BOLTS (MOST RESTRICTED FIRST).
4. REPLACE STARTER.
5. TIGHTEN ALL HEADER BOLTS EVENLY.
6. REPLACE DIPSTICK TUBE AND SPARK PLUGS.
7. ASSEMBLY ADJUSTABLE COLLECTOR. SEE ILLUSTRATION.

NOTE: INCLUDES WITH THIS HEADER SYSTEM IS A SET OF 3/4" X 9" RETAINING STRAPS. THESE STRAPS ARE USED TO CONNECT AND HOLD THE ADJUSTMENT STUBS BETWEEN THE PRIMARY AND COLLECTOR TABS. AFTER YOU HAVE DECIDED WHICH COMBINATION OF STUB LENGTHS TO USE, BOLT THE RETAINING STRAP TO THE PRIMARY TAB USING HOLE PROVIDED. NEXT, DRILL A 1/4" DIAMETER HOLE THROUGH THE RETAINING STRAP USING THE TABS ON THE COLLECTOR AS A GUIDE. BE CERTAIN ALL COMPONENTS FIT TOGETHER TIGHTLY BEFORE DRILLING SECOND HOLE IN STRAP. REPEAT THIS PROCESS FOR OTHER LENGTHS YOU CHOOSE TO TRY. CHECK COMPONENTS OFTEN FOR TIGHTNESS TO INSURE MAXIMUM PERFORMANCE AND SAFETY. ALSO INCLUDED ARE TWO 3-1/2" X 18" EXTENSIONS AND TABS FOR HOLDING THE EXTENSIONS IN PLACE. AFTER HEADERS HAVE BEEN INSTALLED, PLACE EXTENSIONS IN THE DESIRED POSITION AND WELD TABS TO COLLECTOR AND EXTENSION.

8. CONNECT BATTERY, START ENGINE AND CHECK FOR LEAKS. BE SURE ALL BRAKE LINES, FUEL LINES AND ELECTRICAL WIRES HAVE SUFFICIENT CLEARANCE. REROUTE AS NECESSARY.
9. AFTER SEVERAL RUNS, RETIGHTEN ALL BOLTS.

WHEN FINISHED, GIVE YOUR CAR A TEST DRIVE CHECKING CAREFULLY FOR ANY NEW NOISES. AFTER SEVERAL DAYS DRIVING, RETIGHTEN ALL BOLTS.

DID YOU KNOW THERE IS MORE TO HOOKER THAN JUST HEADERS? OF COURSE, WE LOVE OUR HOOKER HEADERS BUT HOOKER BUILDS MORE THAN THE ULTIMATE IN HIGH PERFORMANCE EXHAUST SYSTEMS. ASK YOUR DEALER.



Super Competition

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