



## PART NO. 2457HKR (black painted), 2457-1HKR (silver ceramic) and 2457-3HKR (Darkside black ceramic)

### COMPETITION CHEVY HEADERS

65-70 Passenger/Wagon, 68-74 Chevy II / Nova, & 67-69 Camaro (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.

**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 electrical system.
2. Disconnect the headpipes from the exhaust manifolds and push aside.
3. Remove spark plugs, oil filter, clutch linkage, reverse lock-out shaft, motor mount bolt, exhaust manifold, and air conditioning compressor (if mounted on the left side exhaust manifold).
4. Place a board under the oil pan and jack the engine up about one inch. Starting from below, work header up through chassis into position and let the engine down. Reinstall the motor mount bolt.
5. Place the gasket into position and start all bolts (most restricted first).
6. Tighten all bolts evenly.
7. Reinstall clutch linkage, oil filter, spark plugs, and air conditioning compressor. Reverse lock-out device cannot be used with this header. Power steering lines may have to be relocated for header clearance.

**NOTE:** The mounting bracket for the compressor must be modified (Figure A) to clear the header when reinstalling the air conditioning.

##### **RIGHT SIDE**

1. Remove spark plugs, oil dipstick tube, starter heat shield (if equipped), exhaust manifold, and air conditioning compressor (if mounted on the right side exhaust manifold).
2. Starting from below, work head up through chassis into position.
3. Place the gasket into position and start all bolts.
4. Tighten all bolts evenly (most restricted first).
5. Replace the dipstick tube, spark plugs, and air conditioning compressor.

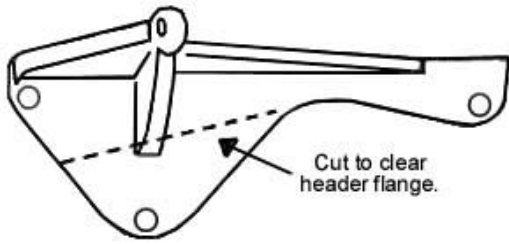
**NOTE:** The mounting bracket for the air conditioning compressor must be mounted to clear the header (Figure B). Fabricate two 3/8" I.D. x 9/32" tall spacers and install them between the flange and mounting bracket (Figure B) using two stock exhaust manifold bolts.

6. Insure that gas lines do not contact or come too close to the header tubes. Purchase or fabricate wire looms to prevent spark plug wires from touching the header tubes.
7. Purchase Hooker Reducer Kit, part no. 11035HKR, to connect the headpipe to the collector.

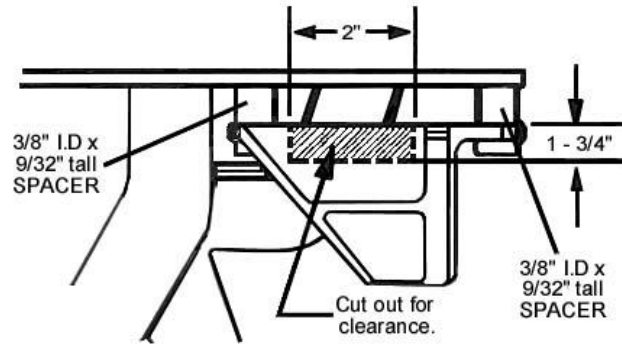
**NOTE:** Finish the performance job your headers started by adding a Hooker Competition Dual Exhaust System. Large 2 1/4" diameter tubing is mandrel bent not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow; press bending will crush the pipe, easily reducing volume by more than 10%. Our Universal Dual Exhaust System comes with 2 Hooker Competition Turbo Mufflers (no reducer is required.) Purchase part no. 16500HKR.

8. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute as necessary.

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



**Figure A**



**Figure B**