



PART NO. 2458HKR (Painted), 2458-1HKR (Ceramic), 2458-3HKR (Darkside), & 2458-4HKR (Titanium)

COMPETITION HEADERS

1955-57 Passenger, Wagon – (Full Size) 265-400

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: Will not fit convertible models.

NOTE: Will fit only with block mount starter.

NOTE: Will not fit angle plug heads.

NOTE: Will not accommodate 605 gear box.

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

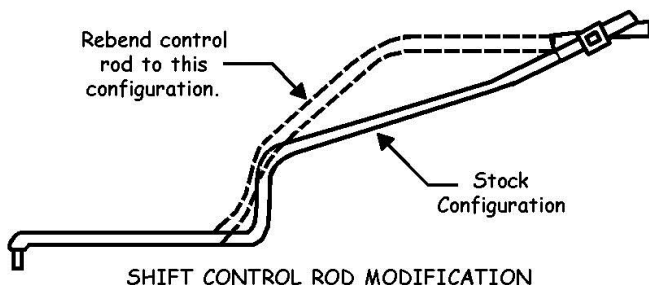
1. Disconnect battery cable to prevent damage to electrical system.
2. Unbolt headpipe from stock exhaust manifold and push aside.
3. Remove spark plugs, dipstick tube, exhaust manifold, clutch linkage, and (if equipped with a 3 speed column shift) the one piece shift control rod (first and reverse rod).
4. Unbolt idler arm from frame.
5. Starting from below, work the header up through the chassis into position.
6. Place gasket into position and start all bolts. Tighten all bolts evenly. Replace spark plugs.
7. Replace clutch linkage and dipstick tube. See **Figure A** for the modification of shift control rod. **NOTE:** If alternator/generator was mounted on the exhaust manifold, reinstall using the purchased adapter bracket (**Figure B**).

RIGHT SIDE

1. Remove the stock exhaust manifold and spark plugs.
2. Starting from above, work the header down through the chassis into position.
3. Place the gasket into position and start all bolts. Tighten all bolts evenly. Replace the spark plugs.
4. Reinstall the idler arm on the frame.
5. To connect collectors to stock headpipes, purchase reducers and bolt to the collectors.

NOTE: A dual exhaust system can be fabricated using Hooker Competition Turbo mufflers 21005HKR or 21006HKR; and a universal tailpipe.

6. Connect battery, start engine, and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute as necessary.
7. When finished, give your car a test drive checking carefully for any new noises. After several days driving, retighten all bolts.



SHIFT CONTROL ROD MODIFICATION

Figure A

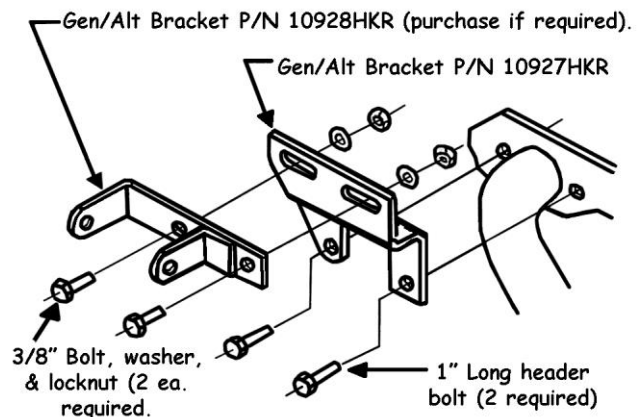


Figure B