2207HKR (Black), 2207-1HKR (Ceramic), 2207-3HKR (Darkside), & 2207-4HKR (Titanium)
Super Competition Full Length Header

1967-69 Chevrolet Camaro & 1968-74 Chevy II/Nova (265-400)

NOTE: Exhaust systems can also be fabricated using Hooker Super Competition Aerochamber mufflers, Maximum Flow mufflers, Super Competition turbo mufflers, Competition turbo mufflers, or header-type Hooker mufflers.

NOTE: Will fit with angle plug heads.

NOTE: Will not fit with air conditioning.

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust systems. 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 to prevent electrical system damage.
2. Unbolt the stock headpipes from exhaust manifold and push aside.
3. Remove the stock exhaust manifolds, spark plugs, oil filter, clutch linkage, transmission locking device, dipstick tube, alternator (if mounted on exhaust manifold) and power steering (if equipped).
4. Remove the center bolt from the motor mount and raise the engine approximately 2”.

CAUTION! Be sure to place a board between the oil pan and the jack.

5. Starting from below, work the header up through the chassis into position.
6. Position the gasket and start all bolts (most restricted first). Tighten all bolts evenly.
7. Replace spark plugs, clutch linkage, dipstick tube, and oil filter.

NOTE: Use the bracket provided to reinstall the alternator if mounted to the exhaust manifold **(See Figure A)**.
NOTE: Models equipped with power steering, require the spacer provided **(See Figure B)**.
NOTE: 1967 models require a conversion to a screw-on type oil filter.
NOTE: Column shift linkage requires modification on some models **(See Figure C)**.
NOTE: 1967-68 Camaros equipped with a floor mounted Powerglide transmission require minor modification to the shift linkage **(See Figure D).**

RIGHT SIDE:

1. Remove the stock exhaust manifold and spark plugs.
2. Starting from below, work the header up through the chassis into position.
3. Position the header gasket and start the bolts (most restricted first).
4. Tighten all bolts evenly. Replace the spark plugs.

NOTE: A dual exhaust system can be fabricated using either Hooker Super Competition Turbo Mufflers #21105HKR or 21106HKR; Hooker Competition Turbos #21005HKR or 21006HKR.

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

Any questions? Please contact Technical Service: 1-866-GOHOLLEY or 270-781-9741. For online help, please refer to the website: www.holley.com.

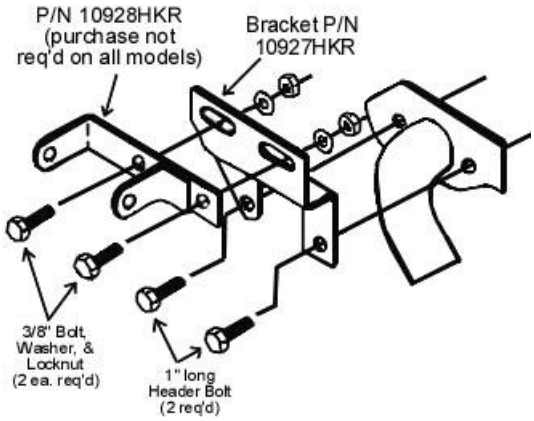


Figure A

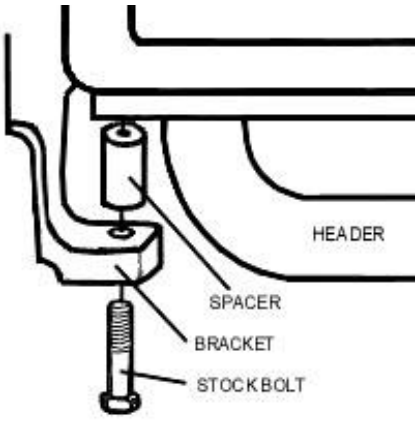


Figure B

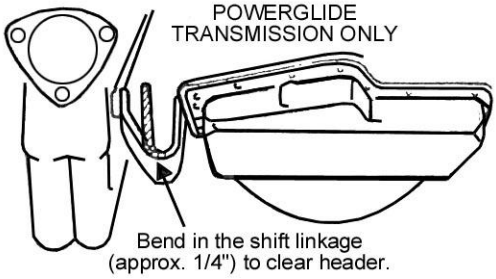


Figure C

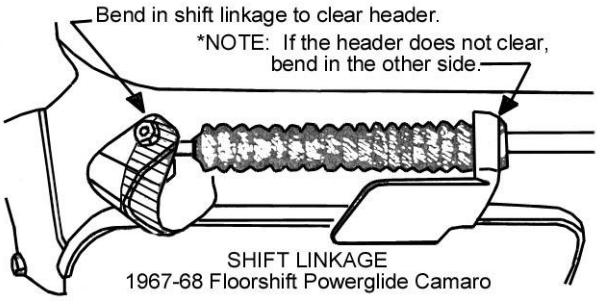


Figure D

LIMITATION OF LIABILITY – DISCLAIMER:
The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOOKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 AND 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOOKER Headers have not received an exemption from these code sections and are to legal for sale or use in California on vehicles originally equipped with catalytic converters, it is illegal, except for racing vehicles, which may never be driven upon a highway. To remove or otherwise render inoperative any emission control device on the regulated motor vehicles – check catalog listings to ensure proper application in the other 49 states, unless otherwise noted, HOOKER Headers are not legal for pollution-controlled motor vehicles, except for racing vehicles, which may never be used upon a highway and are not intended or applicable for highway use.

2207HKR
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