SUPER COMPETITION FULL LENGTH HEADERS

P/N 2217HKR (painted) & 2217-1HKR (ceramic)
1970-72 Camaro & 1968-74 Chevelle, Malibu, El Camino / Caballero, Sprint Wagons
P/N 2250HKR (painted) & 2250-1HKR (ceramic)
1970-72 Camaro & 1968-74 Chevelle, Malibu, El Camino / Caballero, Sprint, Wagons

Chevelle, etc. NOTE: Headers will fit their respective applications only if big block engine frame stands are used from the following applications: Camaro 1970-72, Chevelle 1968-72, & Nova 1968-72.

Chevelle, etc. NOTE: Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit. 1967-77 Chevelle versions are currently available from "Original Parts Group".

Camaro/Chevelle NOTE: Factory style big block frame stands and motor mounts must be used to ensure proper engine locations and header fit. 1967-69 Camaro & 1973-75 Nova versions are currently available from "Rick's First Generation Camaro".

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 to prevent electrical system damage.
2. Unbolt the stock headpipes from exhaust manifold, heat shield from motor mount, and clutch linkage (if stick).

NOTE: Late 1972-74 Chevelles/El Caminos – Remove the frame support rod. It will not be used.

3. Remove the center bolt from the motor mount and raise the engine about 2 inches. **CAUTION! Be sure to place a board between the oil pan and the jack.**

NOTE: Late 1972-74 Chevelles/El Caminos – Remove and modify the motor mount (**Figure A**).

4. Starting from below, work the header up through the chassis into position. Lower the engine and replace the motor mount bolt.
5. Position the gasket and start all bolts (most restricted first).
6. Tighten all bolts evenly.
7. Replace the spark plugs and clutch linkage (if removed).
8. If the car is equipped with air conditioning with the compressor mounted on the left side, see **Figure B** (1968-72) or **C** (1973-74).
9. 1968 Chevelles/El Caminos equipped with power steering require a spacer to be fabricated (**Figure D**).

RIGHT SIDE:

1. Remove the spark plugs, stock exhaust manifold, and dipstick tube.

NOTE: Late 1972-74 Chevelles/El Caminos – Remove the frame support rod. It will not be used.

NOTE: 1973-74 Chevelles/El Caminos only – Due to a narrower chassis and the use of large diameter tubing, the right header pipe (R-1) must be dented slightly to ensure sufficient clearance. This modification will not affect performance (**Figure E**).

NOTE: 1973-74 Chevelles/El Caminos only – Trim the A-frame bolts, as shown in **Figure F**.

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).

NOTE: 1973-74Chevelles/El Caminos only – Check the area dented for adequate clearance.

4. Tighten all bolts evenly.
5. For models equipped with an automatic transmission, check to be sure cooler lines do not come in contact with the header tubes. Reroute, as necessary.
6. Replace spark plugs and dipstick tube.

NOTE: Late 1972-74 Chevelles/El Caminos only – Modify frame support rod and reinstall (**Figure G**).

7. On 1968 Chevelle/El Camino models equipped with air conditioning, use one bolt from the stock exhaust manifold to mount the compressor bracket. A spacer must be fabricated (**Figure H**).
8. To connect the collectors to the headpipes, purchase Hooker reducer kit 11035HKR.

NOTE: A dual exhaust system can be using either Hooker Super Competition Turbo Mufflers #21104HKR, 21105HKR, or 21106HKR; Hooker Competition Turbos #21004HKR, 21005HKR, or 21006HKR and Universal Tailpipe #16215HKR.

9. 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.
10. 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.

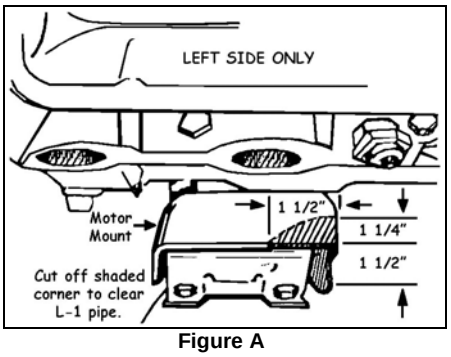


Figure A

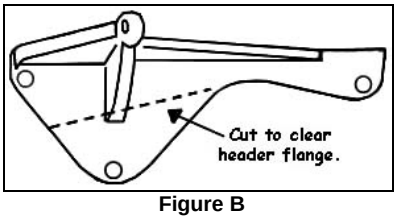


Figure B

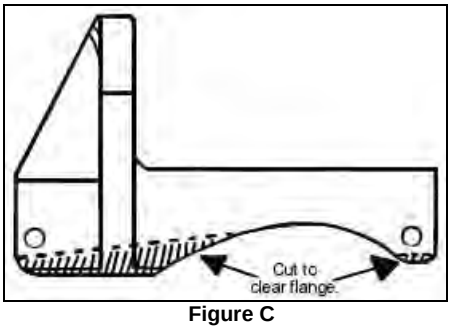


Figure C

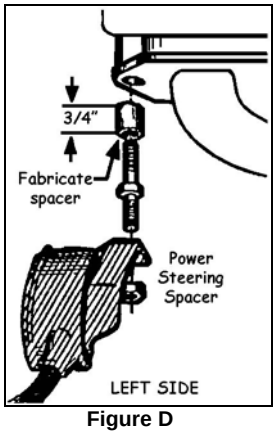


Figure D

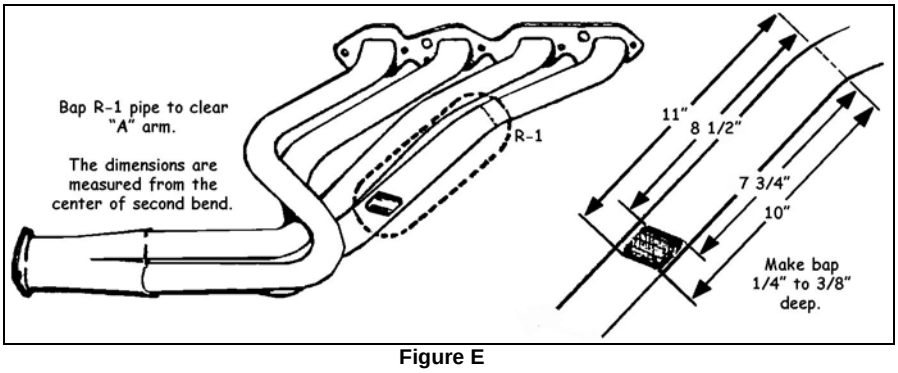


Figure E

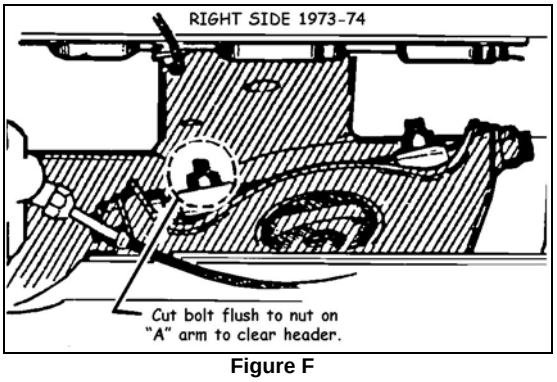


Figure F

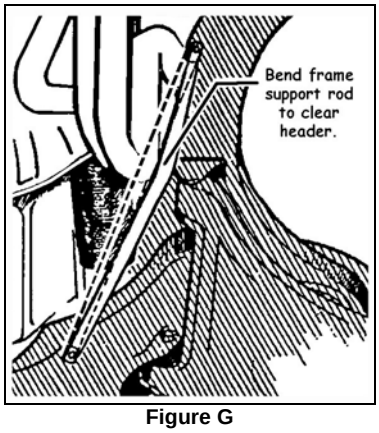


Figure G

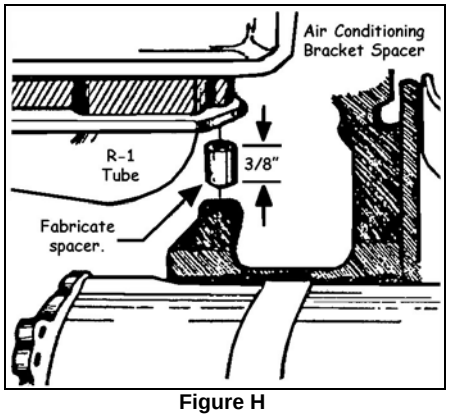


Figure H

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.

2217HKR/2250HKR
Date: 7-11-06