



**P/N 1203HKR (Painted) & 1203-1HKR (Ceramic-Coated)
SUPER COMPETITION FULL LENGTH CAR HEADERS
1968-72 Buick Skylark, Gran Sport, Wagons**

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: The backside of the driver's side port flange will possibly need to be relieved/notched to provide clearance to install the engine oil dipstick tube. This can best be accomplished through the use of a rotary file equipped die-grinder, a 4"-4.5" angle grinder, or a rat-tail round hand file.

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 the electrical system.
2. Remove the headpipe, exhaust manifold, dipstick, and dipstick tube.
3. On standard transmission models, remove the clutch cross-shaft.
4. Remove the center bolt from the motor mount and raise the engine approximately 2 inches. Be sure to use a board between the pan and the jack.
5. Starting from below, work the header up through the chassis into position. Lower the engine and replace the motor mount bolt.
6. Install the gasket and start all header bolts (most restricted first). Tighten all bolts evenly.
7. Replace the dipstick tube, dipstick, and (if std. trans.) clutch cross-shaft.

RIGHT SIDE:

1. Remove the exhaust manifold and starter.
2. Starting from below, work the header up through the chassis into position.
3. Install the gasket and start all header bolts, but do not tighten at this time.
4. Reinstall the starter, then tighten all header bolts (most restricted first).
5. To connect headers to the exhaust system, use Hooker Header Reducer kit, P/N 11030HKR.

NOTE: A dual exhaust system can be fabricated using either Hooker Super Comp Turbo Mufflers (21105HKR or 21106HKR); Hooker Comp Turbos (21005HKR or 21006HKR) and a universal tailpipe.

6. Connect the battery, start the engine, and check for any 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 of driving, retighten all bolts.
8. Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: www.holley.com.

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 that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

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