



2130HKR (Black), 2130-1HKR (Ceramic), 2130-3HKR (Darkside), & 2130-4HKR (Titanium) SUPER COMPETITION FULL LENGTH CAR HEADERS

1967-69 Camaro, 1968-74 Chevy II / Nova, & 1965-70 Passenger / Wagons (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 fit with angle plug heads.

NOTE: Redesigned for better clearance for idler arm. Collector is in original location.

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 stock exhaust manifold and alternator or generator.
3. Remove the clutch linkage and clutch cross shaft.
4. Remove the oil filter, spark plugs, and dipstick tube.

NOTE: The heat indicator will not have to be removed. However, care should be taken not to damage it when installing your new header.

5. Some models may require that the engine be jacked up slightly. Be sure to use a flat board between the oil pan and jack. It will not be necessary for all models.
6. Work the header into the proper position (from under chassis).
7. Position the header and install the gasket. (It may be necessary to trim the bolts in the "A" frame to allow adequate clearance. This is not required for all models.)
8. Start all bolts (most restricted first).

NOTE: Replace the alternator. Some models will require the furnished rear bracket (**Figure A2**). If header is equipped with smog bushings, the rear bracket must be notched to clear the bushing (**Figure E**).

NOTE: All models will require the screw-on type oil filter (if not already equipped).

NOTE: Cars equipped with power steering require the power steering spacer from the accessory pack (**Figure B**).

NOTE: Cars using a column shift linkage, refer to **Figure C** for required modifications.

NOTE: Cars equipped with A/C will require either bracket 10925HKR (left side) or 10926HKR (right side). See **Figure D**.

RIGHT SIDE:

1. Remove the stock exhaust manifold and spark plugs.
2. Work header up through the chassis into position.
3. Position the gasket between the flange and header. Some models will require trimming the "A" frame bolts.
4. Start all bolts (most restricted first).
5. Tighten all bolts (most restricted first).

NOTE: Cars equipped with A/C will require either bracket 10925HKR (left side) or 10926HKR (right side). See **Figure D**.

6. Connect the battery.

7. To connect the headers to the stock exhaust system, purchase Hooker Reducer kit (P/N 11030HKR).

8. Connect the battery, start the engine, and check for leaks.

9. 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: 1-866-464-6553 or 270-781-9741. For online help, please refer to the website: www.holley.com.

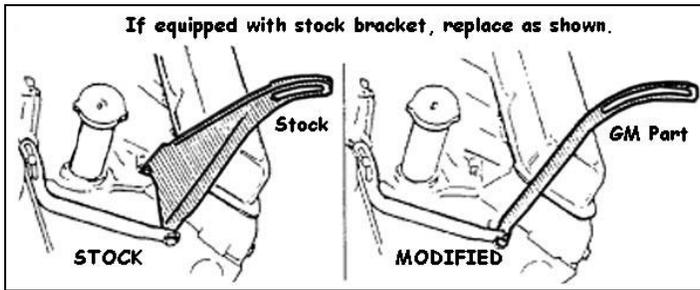


Figure A1-Stock Alternator Bracket

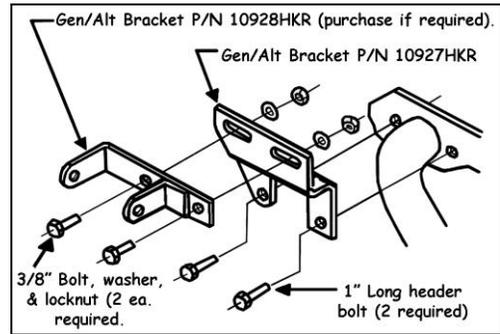


Figure A2

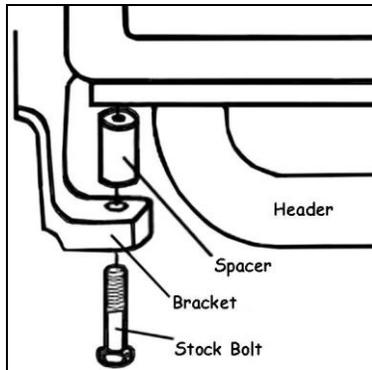


Figure B

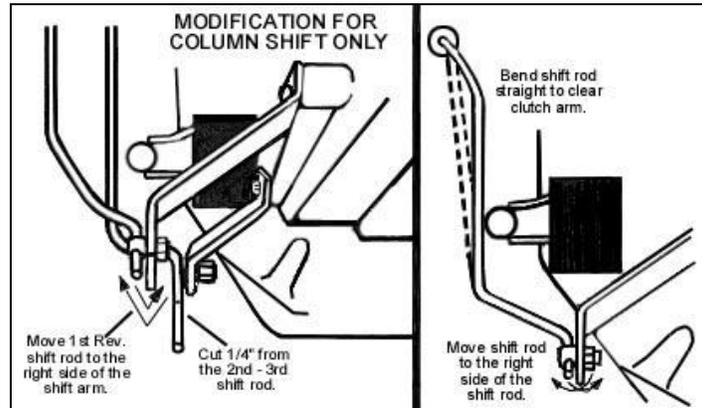


Figure C

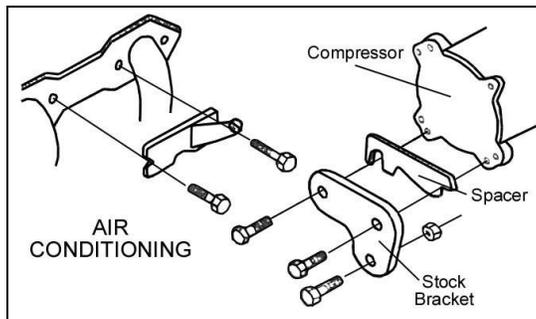


Figure D

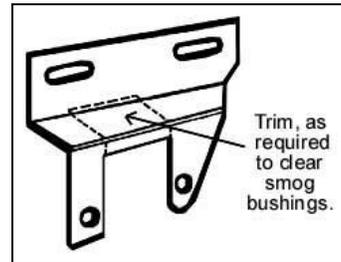


Figure E

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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