



**PART NO. 2055HKR & 2055-1HKR**  
**SUPER COMPETITION EMISSION-COMPATIBLE CHEVY/GMC HEADERS**  
**1986-90 Camaro / Firebird 305-350 (Single 3" Catalytic Converter Only)**  
**C.A.R.B. E.O. D-164-5**

**NOTE:** WILL FIT WITH ANGLE PLUG HEADS.

**NOTE:** This tuned shorty-style header and crossover pipe is designed to be a direct replacement for the stock manifolds and crossover pipe by General Motors and is exempted from the prohibition of Section 27156 of the California Vehicle Code. (C.A.R.B. E.O. D-164-5)

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**

**RIGHT SIDE:**

1. Remove the oil dipstick tube, alternator (on early cars, A/C on later models), diverter valve, air injection manifold, and exhaust manifold.
2. Remove the right side motor mount bolt and jack the motor up approximately 1-1/2"-3".

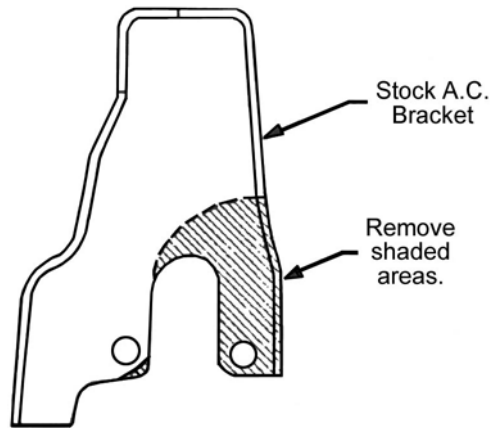
**CAUTION! Be sure to place a board between the oil pan and the jack.**

3. Starting from above, work the header down into position. DO NOT start the header bolts yet.
4. Lower the motor and check for header clearance. (On some later models, the heater line will need to be repositioned to gain clearance.)
5. Replace the motor mount bolt. Install the gasket and start the most restrictive header bolts first.
6. Reinstall the dipstick tube and tighten all bolts evenly.
7. Install the valve from the stock air injection tree onto the header air injection tree.
8. Install the spark plugs and plug wires.
9. Install the diverter valve on the air injection pump and all hoses.

**LEFT SIDE:**

1. Remove the air conditioning compressor, alternator brace, air injection manifold, all brackets attached to the exhaust manifold, and the exhaust manifold.
2. Starting from above, work the header down into position. With the gasket in place, start the bolts (most restricted first).
3. Modify the air conditioning bracket (Figure A). Install the bracket using the stock stub and tubular spacers provided.
4. Tighten all fasteners evenly (most restricted first).
5. Install the spark plugs and plug wires. Install the valve from the stock air injection tree onto the header air injection tree.
6. Install the oxygen sensor from the left manifold, into the left-side headpipe. Reconnect the oxygen sensor wire.
7. Bolt the crossover pipe assembly to the headers.
8. 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.
9. 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](http://www.holley.com).



**Figure A**

**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.

HOKKER 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, prohibit the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOKKER 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, HOKKER 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.

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**Date: 10-22-04**