



PART NO. 2077HKR (painted) & 2077-1HKR (ceramic coated)
SUPER COMPETITION EMISSION-COMPATIBLE HEADERS
1998 Camaro / Firebird 350 LS-1
C.A.R.B. E.O. D-164-5

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.

HELPFUL HINTS FOR HEADER INSTALLATION AND MAINTENANCE

1. Verify the header part number with the part number on the box and invoice.
2. Unless otherwise noted, Hooker headers are designed to fit without modifying the header (denting, cutting). DO NOT modify the header. Call Hooker Technical Support with questions 1-866-GOOLLEY (1-866-464-6553).
3. Unless otherwise noted, Hooker headers are designed to fit with original equipment (i.e. oil pan, cylinder heads, mounts, bell housings, starters, etc.).
4. When using Hooker headers, it is recommended to use Hooker gaskets for correct port match. When using other than the recommended Hooker gaskets, match the gaskets to the head ports for a good seal.
5. Heat wrapping is not recommended, because it will prematurely fatigue the header.
6. Headers that are subject to extreme conditions (mud, road salt, etc.) should be cleaned regularly to prevent corrosion.
7. When installing headers, use anti-seize on header bolts and Y-pipe bolts.
8. We recommend replacing standard spark plug wires with high-temp performance plug wires, such as Taylor P/N 074244 Sprio-Pro. Call Taylor at 1-816-765-5011.
9. We also recommend that the right side #6 cylinder spark plug wire be insulated with a piece of 3/8" fuel hose or Taylor wire sleeving, P/N 2525.

INSTALLATION PROCEDURE – PLEASE READ CAREFULLY

1. Disconnect the negative battery cable to prevent possible damage to the electrical system.
2. Remove the A.I.R. tubes from the left and right exhaust manifolds.
3. Remove the spark plug boots, boot shields, spark plug wires, and spark plugs.
4. Remove the oil dipstick tube and the right side EGR bolts and gasket.
5. Raise the vehicle and remove all four (4) oxygen sensors from the exhaust system.
6. Remove the Y-pipe and right side catalytic converter.
7. Remove the left side catalytic converter. Remove the stock manifolds from below.

NOTE: Minor bending of the oil dipstick tube is required.

8. Starting from below, install the right side header and gasket along with the oil dipstick.
9. Starting from below, install the left side header and gasket.
10. Tighten all bolts (most restricted first).

NOTE: We recommend using anti-seize lubricant on all nuts, bolts, and studs.

11. Install the spark plugs, boot shields, and spark plug boots.
12. Install the EGR tube to the flange with gasket on the right side.
13. Install the A.I.R. tube with gaskets to the right and left headers.
14. Install the oxygen sensor on the left side header collector.
15. Install the left side catalytic converter, gasket, and oxygen sensor.
16. Install the right side collector flange gasket and Y-pipe with the right side catalytic converter.
17. Tighten the completed assembly (most restricted first).
18. Install the two remaining oxygen sensors on the right side.
19. Tighten the remaining Y-pipe bolt.

PRIOR TO FINISHING CHECK LIST:

1. Inspect the steering shaft for proper installation. Check to ensure that no wires come in contact with the headers.
2. Check to ensure that no head shields come in contact with the headers. Check to ensure that all emission A.I.R. hoses are clamped properly. Check to ensure that any and all electrical connections are reconnected.
3. Check to ensure that all oxygen sensor wires are looped and secured in a non-used and non-heated cavity or pocket. Reconnect the battery. Start the car and check for leaks.

Any questions? Please contact Technical Service: 1-866-GOHOLLEY 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.

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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