



**P/N 2202HKR (painted) & 2202-1HKR (ceramic coated)**

**SUPER COMPETITION FULL LENGTH HEADERS**  
**1965-70 Chevrolet Passenger/Wagons (Full Size) 396-502**

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:** One tube each side over frame.

**NOTE:** Use ARP 12-point head bolts.

**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.**

**INSTALLATION PROCEDURE – PLEASE READ CAREFULLY**

**LEFT SIDE:**

1. Disconnect the battery cable to prevent damage to the electrical system. Remove spark plugs.
2. Unbolt headpipes from the exhaust manifold and push aside.
3. Remove oil filter, clutch linkage, air conditioning compressor (if equipped), spark plugs, and exhaust manifold.
4. Remove center bolt from motor mount and raise the engine about 2 inches. Be sure to use a board between the pan and jack.
5. Starting from below, work the header up through the chassis into position. Lower the engine and replace the motor mount.
6. Place the gasket into position and start all header bolts, but do not tighten.
7. Tighten all the bolts evenly (most restricted first).
8. Reinstall the clutch linkage, oil filter (cars equipped with the can type filter require an adapter and small screw-on type filter), and air conditioning compressor.

**RIGHT SIDE:**

1. Remove the exhaust manifold (if compressor is mounted on this side, do not remove bracket), spark plugs, and dipstick tube.
2. Starting from below, work the header up through the chassis into position. Place the gasket into position and start all bolts.
3. Tighten all the header bolts (most restricted first).
4. Reinstall the dipstick tube and spark plugs. If air conditioning equipped, use a spacer and one of the long bolts from the stock exhaust manifold to secure the rear bracket on the compressor.
5. Check that any electrical wires and/or components, brake lines, fuel lines, transmission cooler lines, and any other items have sufficient clearance from the header. Reroute or reposition any of these items, if necessary.

**NOTE:** A dual exhaust system can be fabricated using either Hooker Super Competition Turbo Mufflers (P/N 21105HKR or 21106HKR); Hooker Competition Turbos (P/N 21005HKR or 21006HKR).

6. To connect the collectors to the headpipe, use Hooker header reducer kit, P/N 11035HKR.
7. Connect the battery, start the engine, and check for leaks.
8. 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 Support: Holley Performance Products, 1801 Russellville Road, Bowling Green, KY 42101, 270-781-9741 or [www.holley.com](http://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 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.

**2202HKR**

**Date: 3-12-10**