



P/N 2220HKR (painted) & 2220-1HKR (ceramic) SUPER COMPETITION FULL LENGTH HEADERS 1964-67 Chevelle, Malibu, El Camino/Caballero, Sprint, Wagons 396-502)

NOTE: Will not fit with air conditioning and/or power glide.

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 headers for your application. Due to the restricted room available in the engine compartment, your headers may be close to some body and chassis components. This condition is normal. The installation, while not complex, may be time-consuming. However, as soon as you start your engine, 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 HEADERS.

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, so 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 to prevent electrical system damage.
2. Unbolt the stock headpipes from the exhaust manifolds. Remove the pipes and mufflers from the car.
3. Remove the oil filter, clutch linkage, spark plugs, and exhaust manifold.
4. Remove the center bolt from the motor mount and raise the engine about one inch. Be sure to use a board between the pan and the jack.
5. Remove the slip tube from the main body of the header. Starting from below, work the main body up through the chassis into position. Lower the engine and replace the motor mount bolt.
6. Place the gasket into position and start all bolts (most restricted first).
7. To install the L-3 pipe, a hole must be cut in the fender panel opening using an air chisel or cutting torch. Starting from the opening above the upper A-arm, cut up two inches at a slight angle from the L-3 pipe (#5 cylinder). Cut back six inches toward the firewall, then down to the frame.
8. Install the L-3 pipe and start bolts.
9. Tighten all bolts evenly.
10. Replace the oil filter, clutch linkage, and spark plugs.

RIGHT SIDE

1. Remove the exhaust manifold, dipstick tube, and spark plugs.
2. Remove the R-4 pipe from the main body of the header. Starting from below, work the main body up through the chassis into position (this is a tight fit and may require raising the engine slightly to aid installation).
3. Place the gasket into position and start all bolts.
4. Cut a hole four inches by six inches directly across from the R-4 pipe (#8 cylinder).
5. Install the R-4 pipe and start bolts.
6. Tighten all bolts evenly.
7. Replace the dipstick tube and spark plugs.
8. To connect the collectors to the headpipes, purchase Hooker Header Reducer Kit #11035HKR.
9. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute, as necessary.
10. When finished, give your car a test drive, checking carefully for any new noises. After several days 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.

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 not 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.

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