



2224HKR/02224HKR (Black 63-82 Corvette 265-400)
2224-1HKR (Coated 63-82 Corvette 265-400)
2224-3HKR (Stainless 63-82 Corvette 265-400)
2234HKR (Chrome 63-82 Corvette 265-400)

SUPER COMPETITION SIDE-MOUNT HEADERS

- (1. Requires purchase of slip-in muffler, P/N 21021HKR or 21002HKR.)
- (2. Vehicles equipped with air pump require P/N 02224HKR.)

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 generator/alternator (if mounted on left side), spark plugs, dipstick tube, exhaust manifold, and clutch linkage.
- 4. Remove the rocker panel molding. 1963-1967 models will need to be modified according to Figure A. 1968-77 models will need to be modified according to Figure B. Replace the molding, but do not tighten.

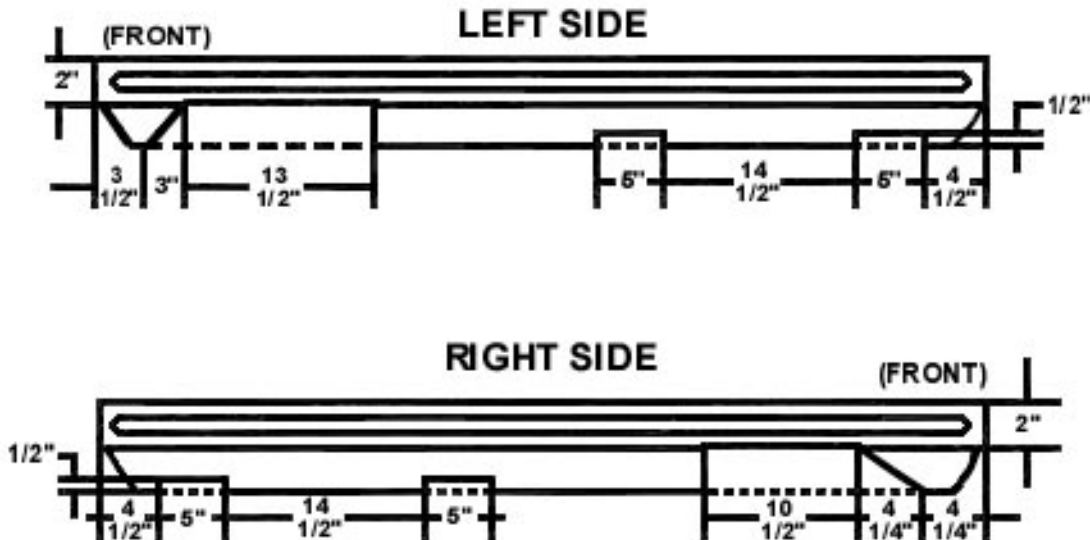


Figure A

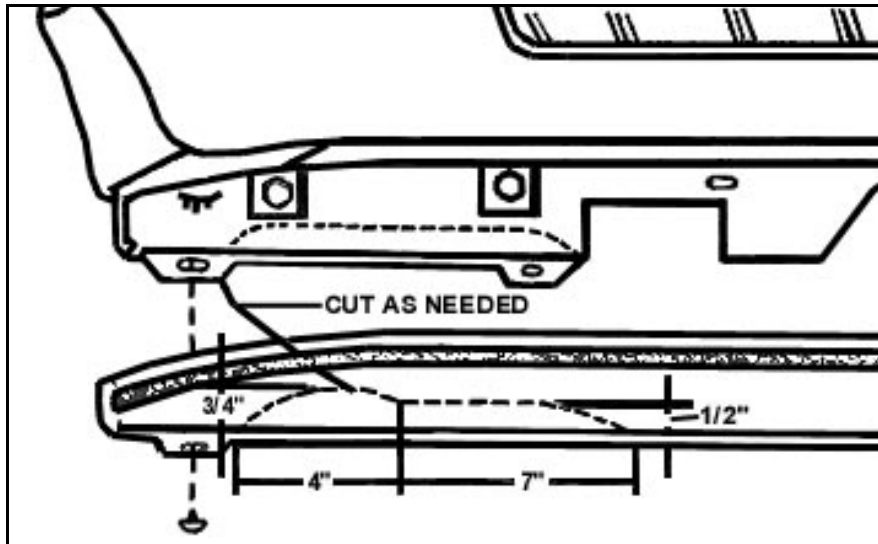


Figure B

5. Starting from below, work the head up through the chassis into position.

NOTE: If the engine is equipped with Air Injection Tubes, remove them from the stock exhaust manifold and install in the fittings on the header.

6. Place the gasket into position and start all bolts (most restricted first).
7. Use Hooker muffler P/N 21021HKR or 21002HKR, that slips into the sidepipe before the pipe is installed.
8. Before tightening the header flange bolts, slip the sidepipe over the collector. Brackets are positioned on the sidepipe to align with the holes in the frame. To install the mounting bolts, insert the head of tab bolts into the slotted holes in the frame and rotate one-quarter turn (See Figure C for side-mount mounting procedure.)

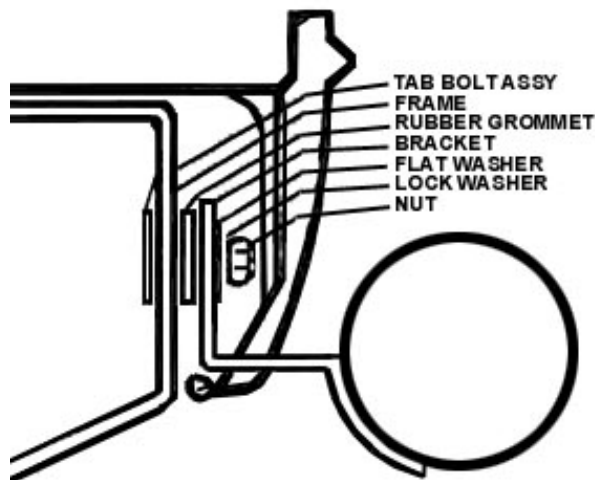


Figure C

NOTE: Due to the differences in bodies and chassis, it may be necessary to enlarge the mounting holes approximately 1/2" forward to ensure that the sidepipe bottoms onto the header collector. This is not required for all models.

9. Tighten all header flange bolts evenly and all sidepipe mounting bolts. Replace all screws in the rocker panel molding.
10. Replace the clutch linkage, dipstick tube, and spark plugs. Replace the generator/alternator (if removed). If mounted on the head, use the furnished bracket to reinstall. See Figure D. If the header is equipped with smog bushings, the bracket must be notched to clear the bushings. See Figure E.

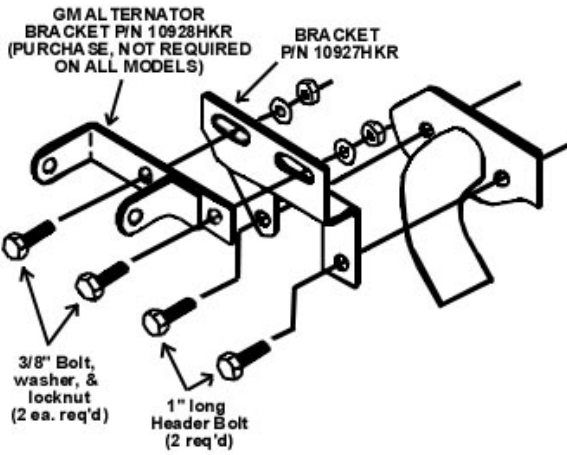


Figure D

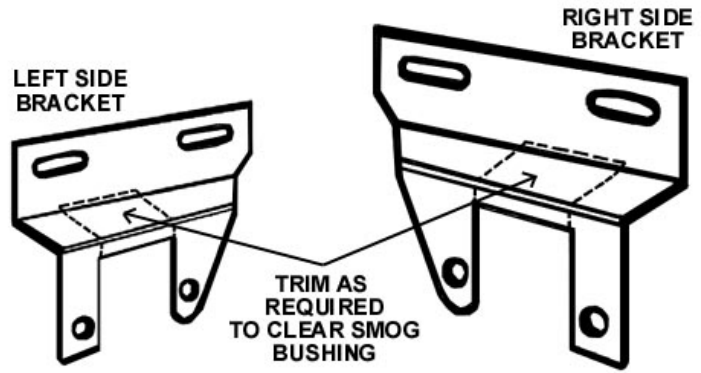


Figure E

RIGHT SIDE

1. Remove the air conditioning compressor (if equipped), generator/alternator (if mounted on right side), spark plugs, and stock exhaust manifold.
2. Remove, modify, and replace the rocket panel molding. See Figure A or B.
3. If generator/alternator was mounted on the exhaust manifold, purchase Hooker bracket P/N 10927HKR, to reinstall. See Figure D. If the header is equipped with smog bushings, the bracket must be notched to clear the bushings. See Figure E.
4. If equipped with air conditioning, purchase Hooker bracket P/N 10926HKR to reinstall.

NOTE: On 1963-64 models with factory air conditioning and compressor mounted on the right-side exhaust manifold, Hooker air conditioner bracket P/N 10926HKR will not work. It will be necessary to purchase Hooker generator/alternator bracket P/N 10922HKR and modify it, if the air conditioner compressor is to be retained.

NOTE: Trim the bracket as shown in Figure F, using the bolts supplied with the bracket. Attach to the right-side cylinder head over the #1 header tube. Bolt the stock air conditioner bracket with the compressor attached to the Hooker bracket, using two 3/8-16 nuts and bolts. Remove one bolt attaching the water pump housing to the right side of the engine block. Fabricate a spacer approximately 1" long to go between the water pump housing and the stock air conditioner bracket. Align the pulley on the air conditioner with the appropriate drive pulley on the crankshaft by sighting down the V-belt. Some adjustment in the spacer length may be required. After all components are aligned, install a bolt of sufficient length to hold the air conditioner bracket, spacer, and water pump housing to the engine block. Tighten all bolts and nuts securely. See Figure G.

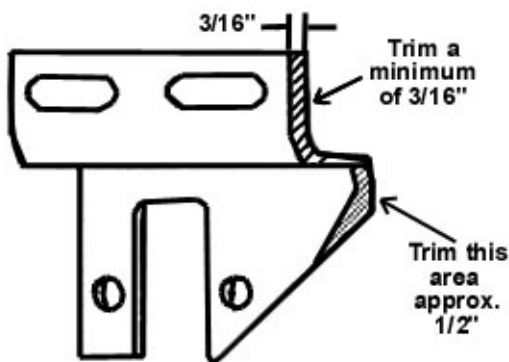


Figure F

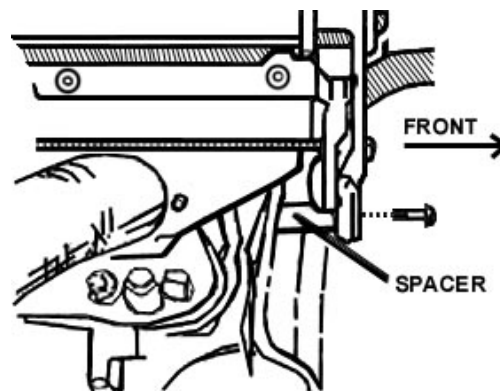


Figure G

5. 1977 models employ a different type of bracket to remount the air conditioning compressor. Replace the long stock stud in the front bolt hole of the flange. Fabricate a spacer (3/8" ID x 1/4" long, approximately 5/8" OD) and install the compressor according to Figure H.
6. If the vehicle has a smog air pump connected to the stock exhaust system, it will be necessary to fabricate (2) adapters approximately 1 1/2" long from a piece of 5/8" OD tubing. Weld one tubing stub (drill hole before welding) to the R-3 header pipe on the right side to the collector or a header pipe on the left side. See Figures I and J. Cut the tubing from the air pump about six inches from the lower end using 5/8" ID neoprene smog hose. Connect the right side stub (on R-3) to the air pump with the "T" in the line. Connect the left side tube to the "T" fitting. Secure with hose clamps. See Figure J.

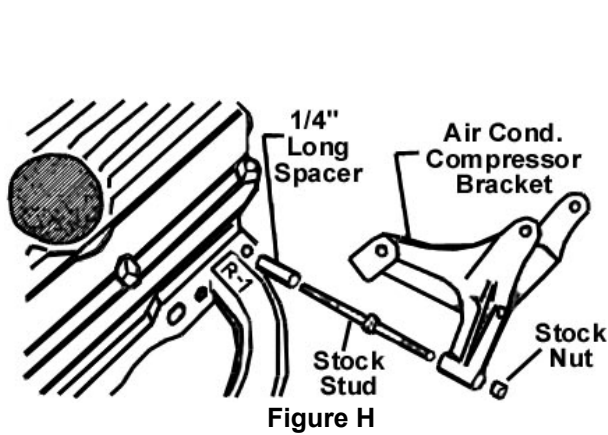


Figure H

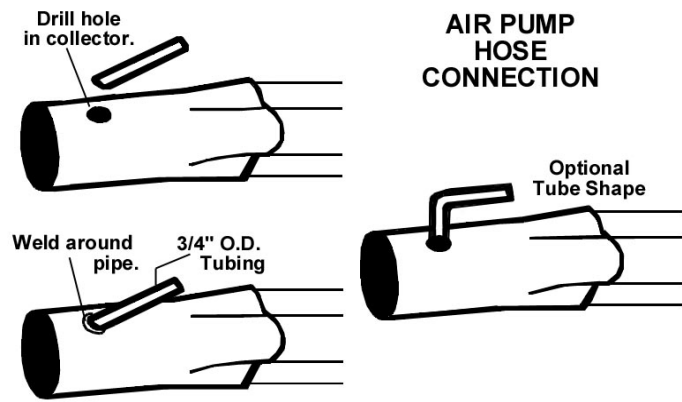


Figure I

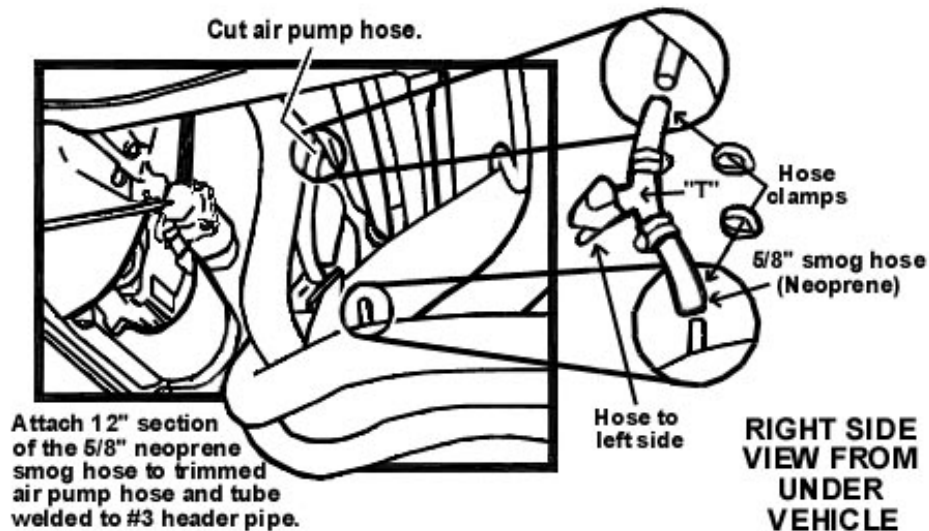


Figure J

7. 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.
8. 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.

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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. 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.

2224HKR – Date: 4-2-04