



P/N 2308HKR (painted) & 2308-1HKR (ceramic coated) SUPER COMPETITION ADJUSTABLE RACE HEADERS

1967-69 Chevrolet Camaro / 1968-74 Chevy II, Nova (262-400)

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: Will fit with angle plug heads.

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

LEFT SIDE:

1. Disconnect the battery cable to prevent damage to the electrical system.
 2. Remove the entire stock exhaust system.
 3. Remove the clutch linkage, clutch cross shaft, alternator, and transmission locking device.
 4. Remove the oil filter, spark plugs, and dipstick tube.
 5. Some models may require that the engine be jacked up 1 - 3 inches. **NOTE:** Make sure to use a flat board between the oil pan and jack.
 6. Position the gasket and install the subflange to the head using the 3/8" countersunk flathead Allen bolts provided in the accessory package (**See Figure A**).
 7. From under the chassis, work the header up into position.
 8. Install the gasket between the header and the subflange.
 9. Position the header and attach to the subflange using the 5/16" header bolts (5/16" washer may be used, if desired).
 10. It may be necessary to trim the bolts in the "A" frame to allow adequate clearance.
- NOTE:** Clearance for pipe L-2 is critical. It may require the pipe to be dented to clear the steering box.
11. Tighten all bolts (most restricted first).
 12. Replace the clutch linkage, oil filter, dipstick tube, and spark plugs.
- NOTE:** All models require the screw-on type oil filter, if not already so equipped.
- NOTE:** 1967-68 Camaro & 1968 Chevy II only: To install the generator/alternator, bolt the Hooker bracket to the alternator, line up the fan belt, etc. Mark the bracket location and weld the bracket to the flange.
- NOTE:** Other models use the stock bracket.
- NOTE:** Column shift linkage will require slight modification on some models (**See Figure B**).
- NOTE:** If desired, a die grinder may be used to enlarge the inner flange to match exhaust ports (both sides).
13. See **Figure C** for the assembly of the adjustment collector.

RIGHT SIDE:

1. Remove the stock exhaust manifold and spark plugs.
 2. Position the gasket and install the subflange to the head using the 3/8" flathead Allen bolts from the accessory package (See **Figure A**).
 3. Work the header up through the chassis into position. Some models will require trimming of the "A" frame bolts.
 4. Position the gasket and install the header using 5/16" header bolts (5/16" washer may be used, if desired).
 5. Tighten all bolts (most restricted first).
 6. Check that any electrical wires and/or components, brake lines, fuel lines, transmission cooler lines, and any other items that may have been added to the vehicle have sufficient clearance from the header. Reroute or reposition any of these items, if necessary.
 7. See **Figure C** for the assembly of adjustable clearance.
- NOTE:** Included with this header system is a set of 3/4" x 9" retaining strips. These straps are used to connect and hold the adjustment stubs between the primary and collector tabs. After you have decided which combination of stub lengths to use, bolt the retaining strap to the primary tab using the hole provided. Next, drill a 1/4" dia. hole through the retaining strap using the tabs on the collector as a guide. Be sure that all components fit together tightly before drilling a second hole in the strap. Repeat this process for other lengths that you choose to try. Check the components often for tightness to ensure maximum performance and safety. Also included are two 3-1/2" x 18" extensions and tabs for holding the extensions in place. After the headers have been installed, place the extensions in the desired position and weld the tabs to the collector and extension.
8. Replace the spark plugs and connect the battery.
 9. Start the engine and check for leaks.
 10. 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.

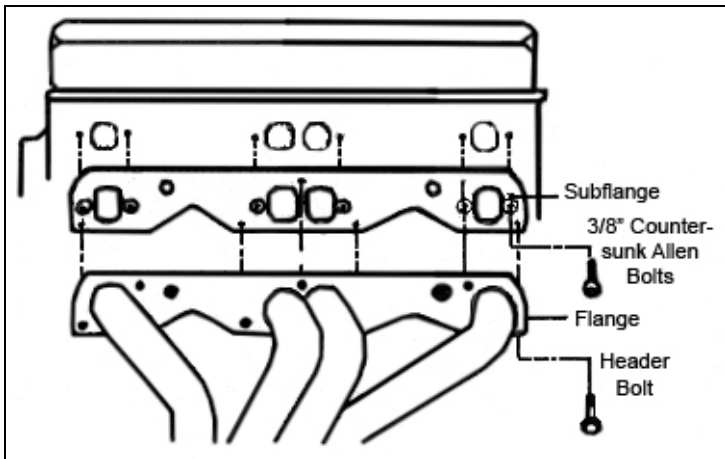


Figure A

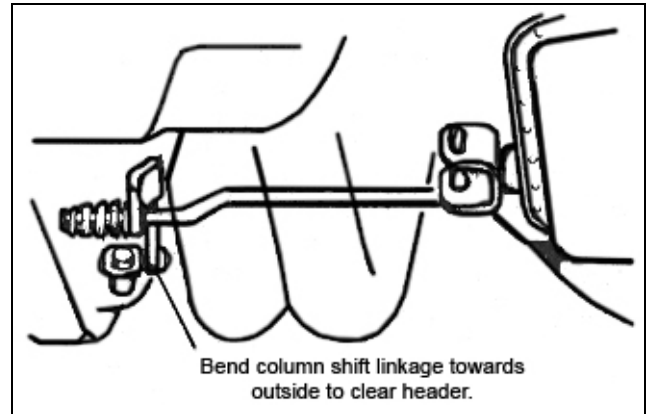


Figure B

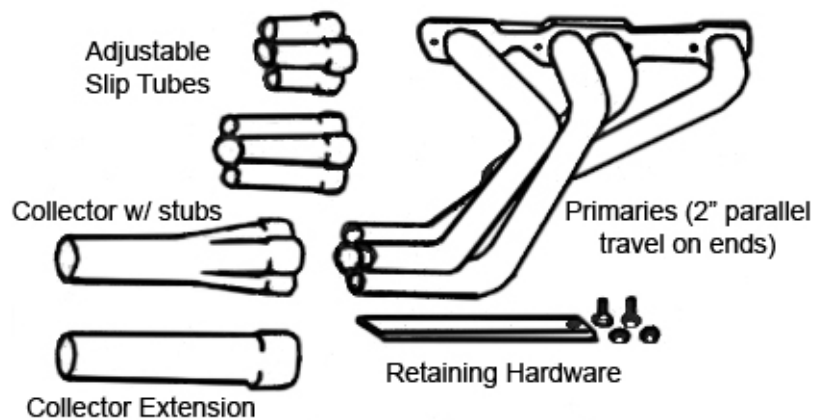


Figure C

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, prohibits 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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