



64-94 UNIVERSAL GM COMP SHORTY HEADER

**Part No. 2466HKR (black paint), 2466-1HKR (silver ceramic) and
2466-3HKR (Darkside black ceramic)**

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. Flowtech® & Hooker® recommend using cast iron exhaust manifolds or old headers to break in new engines to avoid coating damage. Please call tech service at 270-781-9741 for additional information regarding ceramic-coated exhaust products.

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 prior to installing headers. Take the time to make a careful and complete inspection of both engine and transmission mounts. Replace them, if they look worn or damaged. Otherwise, this may affect the header fitting into your vehicle properly.

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 the tech department first at 270-781-9741.**
3. Unless otherwise noted, Hooker headers are designed to fit with the 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 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, such as mud, road salt, etc. should be cleaned on a regular basis to help prevent corrosion.
7. When installing headers, use anti-seize on header bolts and Y-pipe bolts.

HEADER INSTALLATION PROCEDURE, DISASSEMBLY, & ASSEMBLY INSTRUCTIONS **PLEASE READ THOROUGHLY & CAREFULLY**

DISASSEMBLY

1. Disconnect the battery.
2. Raise the car and support it with jack stands.
3. Remove the air cleaner assembly.

DISASSEMBLY OF THE LEFT SIDE

1. Disconnect the water temperature sending unit.
2. Remove the oil dipstick tube.

NOTE: On some models the dipstick tube may be located on the right side of the engine.

3. Disconnect and remove the spark plug wires.
4. Remove the spark plugs.
5. Remove the left side exhaust manifold.
6. Remove the stock headpipe.
7. Remove the clutch cross-shaft assembly.

DISASSEMBLY OF THE RIGHT SIDE

1. Unbolt and remove the oil dipstick, if located on the right side of the engine.
2. Disconnect and remove the spark plug wires.
3. Remove the spark plugs.
5. Remove the right side exhaust manifold.
6. Remove the stock headpipe.

ASSEMBLY OF THE LEFT SIDE WITH HEADER

NOTE: Use anti-seize on all header bolts.

1. Insert the left side header through the chassis from below.

2. At this point, check and ensure that there is proper room between any brake lines, electrical wires, hoses, etc. Reroute any of these lines, if necessary.
3. From above, install the gasket.
4. Using the supplied header bolts, start all the header bolts prior to tightening, then evenly tighten all the header bolts to 25-32 ft./lbs.

NOTE: A) On some models, a spacer is required for mounting a bracket, at the front bolthole of the header. A 3/8" x 1 1/4" spacer, and 3/8" x 2 1/4" bolt, and lock washer are provided.
B) On some models, trimming the a/c bracket is required.
C) For models equipped with a generator on the left side, a Hooker part #10928 or part #10927 gen./ alt. bracket is necessary.

5. Reinstall the spark plugs and tighten.
6. Reinstall the spark plug wires and check to ensure they do not contact the header.

NOTE: For maximum clearance, you may reroute the spark plug wires. 90° boots are recommended.

7. Reconnect the temperature sending unit wire.
8. Reinstall the dipstick, if applicable.
9. Reconnect the clutch cross-shaft assembly, if applicable.

ASSEMBLY OF THE RIGHT SIDE WITH HEADER

NOTE: Use anti-seize on all header bolts.

1. Insert the right side header through the chassis from above.
2. At this point, check and ensure that there is proper room between any brake lines, electrical wires, hoses, etc. Reroute any of these lines if necessary.
3. From above, install gasket.
4. Using supplied header bolts, start all the header bolts prior to tightening, then evenly tighten all the header bolts to 25-32 ft/lbs.

NOTE: On some models, a spacer is required for mounting a bracket, at the front bolthole of the header. A 3/8" x 1 1/4" spacer, 3/8" x 2 1/4" bolt, and lock washer are provided.

5. Reinstall the dipstick if applicable.
6. Reinstall the spark plugs and tighten.

NOTE: For maximum clearance, you may route the spark plug wires. 90° boots are recommended. 90° boots are recommended.

7. Reinstall the spark plug wires and check to ensure they do not contact the header.
8. Reinstall the dipstick and tighten the retainer bolt.

FINAL ASSEMBLY STEPS

1. With the reducers bolted in place to the headers, measure and cut the factory headpipe for proper location.
2. Tack-weld each headpipe in two to three spots to secure the location of the head pipe to the reducer.
3. Remove the assemblies from the vehicle and finish welding the headpipes.
4. Reinstall the headpipes and tighten.
5. Check that no brake lines, electrical wires, or hoses are contacting or are too close to the headers and exhaust system.
6. Support the exhaust system properly with muffler hangers, so that the header does not carry or support the exhaust system.

PRIOR TO FINISHING CHECKLIST

1. Check and ensure that no wires will come in contact with the headers.
2. Check and ensure that no hoses or brake lines come in contact with the headers.
3. Check and ensure that the exhaust system is supported properly.
4. Check and ensure that any and all electrical connections that were disconnected are properly reconnected.
5. Reconnect the battery, start the car, and check for leaks.
6. When finished, give your car a test drive checking carefully for any new noises. After several days of driving, retighten all bolts.

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Limitation of liability- disclaimer: The regulation of emissions products, noise level, and safety standards is undertaken by the federal government, each of the fifty states legislatures, and by many local municipalities, towns, and counties.

WARNING: Removal of any emissions equipment, such as catalytic converters and any other factory air pollution-control devices is illegal. We recommend our customer to follow the law.

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