



P/N 2061HKR (painted) & 2061-1HKR (ceramic coated) STREET FORCE CAR HEADERS 1992-95 Corvette 350 LT-1

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: This is a replacement "SHORTY" style header that bolts directly to the factory headpipes and accommodates air injection.

NOTE: Will fit with angle plug heads.

NOTE: This is a 50 state legal header E.O. #D-164-5.

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

1. Disconnect the battery. Remove the spark plugs, spark plug heat shields, and spark plug wires.
2. Remove the bolts from the headpipe to the exhaust manifolds.

RIGHT SIDE:

1. Remove the bolt in the back of the R/S cylinder head hold the EGR tube brace. Remove the bolts on the intake manifold holding the EGR tube. Loosen the nut holding the EGR tube to the intake manifold and remove the tube.
2. Remove the oil dipstick.
3. Remove the exhaust manifold bolts and remove the manifold.
4. From above, install the R/S header and gasket. With the gasket in place, start the header bolts (most restricted first).

NOTE: Some of the tubular spacers welded to the flange may be used in your application to hold accessories. If this is the case, reuse your stock exhaust manifold bolts/studs.

5. The EGR tube must be cut and an approximately $\frac{3}{4}$ " section removed. Re-weld the tube for a proper fit. Heli-arc welding is recommended (see **Figure A**). And qualified welding shop or competent home mechanic should be able to do this.
6. Start all the remaining bolts, including the collector-to-exhaust bolts, and install the modified EGR tube. Do not tighten completely at this time.

LEFT SIDE:

1. Remove the serpentine belt.
2. Unbolt and remove the A/C compressor from the bracket.
3. Remove the speed control and diverter valve assembly.
4. Loose the nut and remove the air injector tube from the exhaust manifold.
5. Remove the manifold bolts and remove the manifold.
6. Install the header and gasket from above. Start the bolts (most restricted first), but do not tighten completely at this time.
7. Reinstall the air injection tube, speed control, and diverter valve assembly.
8. Reinstall the A/C compressor and brace, using the stock hardware.
9. Start the collector-to-exhaust system bolts, using the supplied hardware.
10. Tighten all fasteners on both sides evenly.
11. Replace the spark plugs and wires on both sides. Replace the serpentine belt.
12. Connect the battery, start the engine, and check for leaks. Be sure all brake lines, fuel lines, transmission cooler lines, and electrical wires have sufficient clearance. Reroute, as necessary.
13. 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.

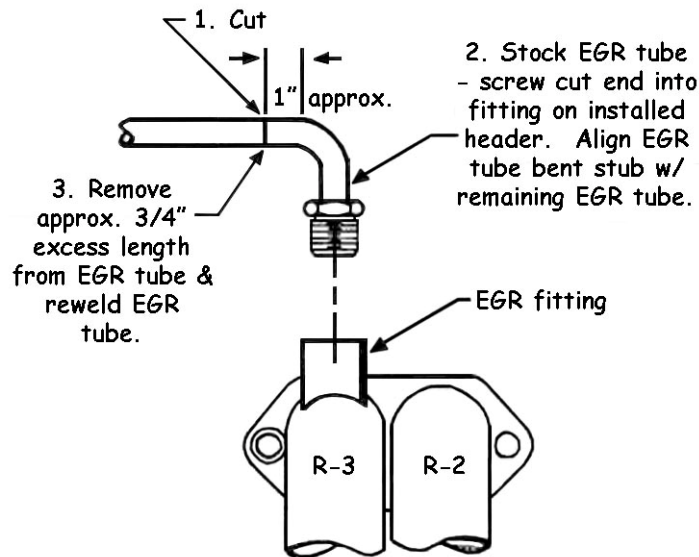


Figure A

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.

HOOKEE 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. HOOKEE 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, HOOKEE 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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Date: 9-1-06